

City of Selma General Plan

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Land Use Element



RESOLUTION NO. 97-48R

A RESOLUTION OF THE SELMA CITY COUNCIL
ADOPTING THE ENVIRONMENTAL IMPACT REPORT,
ADOPTING A STATEMENT OF OVERSIGHT CONSIDERATION
AND AMENDING THE 1997 GENERAL PLAN UPDATE

Land Use Element of the Selma General Plan

City Council
Resolution No. 97-48R

Adopted by the City of Selma

August 4, 1997

Planning Commission
Resolution No. 97-930

May 21, 1997

Land Use Element
of the
State General Plan

Report of the D.C. Board

August 1987

May 21, 1987

City Council
Resolution No. 87-100

Planning Commission
Resolution No. 87-010

RESOLUTION NO. 97-48R

**A RESOLUTION OF THE SELMA CITY COUNCIL
CERTIFYING THE ENVIRONMENTAL IMPACT REPORT,
ADOPTING A STATEMENT OF OVERRIDING CONSIDERATION
AND APPROVING THE 1997 GENERAL PLAN UPDATE**

WHEREAS, at 6:00 p.m. on August 4, 1997 the City Council of the City Selma, at a specially scheduled meeting, considered General Plan Amendment No. 94-106, a comprehensive update of the Land Use and Circulation Elements of the Selma General Plan; and

WHEREAS, said special meeting was a continuance of public hearings previously conducted on June 30, 1997 and July 21, 1997; and

WHEREAS, the City Council considered the Final Environmental Impact Reports prepared for the Comprehensive General Plan Update and discussed the potential environmental impacts, mitigation measures, mitigation monitoring plan and a proposed Statement of Overriding Considerations for those adverse environmental impacts determined to be unavoidable; and

WHEREAS, the City Council, having reviewed all of the environmental documentation and public comments related to the project, was of the opinion that the environmental issues were adequately addressed, that the Environmental Impact Report should be certified and a Statement of Overriding Considerations adopted; and

WHEREAS, the City Council, having engaged in numerous public discussions relative to changes requested by property owners, was of the opinion that the General Plan Update should be approved with the addition of Residential Policy No. 3.7 as recommended by the Planning Commission and included in this Resolution as Attachment A together with other changes listed hereafter in this Resolution; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Selma finds the Environmental Impact Report prepared for 1997 General Plan Update to be adequate in its identification, discussion and mitigation of potential adverse environmental impacts of the project and hereby certifies the Environmental Impact Report, adopts a Statement of Overriding Considerations for unavoidable impacts that cannot be mitigated as incorporated in the EIR Document.

BE IT FURTHER RESOLVED, that the City Council approve General Plan Amendment No. 94-106, a comprehensive update of the Land Use and Circulation Elements of the Selma General Plan, with the following changes to the Land Use Element:

RESOLUTION NO. 100

A RESOLUTION OF THE BOARD OF CITY COMMISSIONERS
APPROVING THE ENVIRONMENTAL IMPACT STATEMENT
AND ATTACHING THE ENVIRONMENTAL IMPACT STATEMENT

WHEREAS, it was found on August 4, 1987, that the City Council of the City of Chicago is authorized to approve the Environmental Impact Statement for the proposed project, and

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WHEREAS, the City Council of the City of Chicago is authorized to approve the Environmental Impact Statement for the proposed project, and

1. Change the proposed land use on property owned by Pauline Solis Echevarria (389-222-13 & 14), on the north side of East Front Street between Orange Avenue and the C&K Canal, from Service Commercial to Medium High Density Residential.

2. Change the land use on property owned by Florence Alves (APN 389-222-16), on the north side of East Front Street between Orange Avenue and the C&K Canal, from Service Commercial to Medium High Density Residential.

3. Change proposed land use on property located on the east side of McCall Avenue between Floral Avenue and Alton Court (APN 358-180-70&10 and APN 358-220-35,36,37&39) from Medium Low Density Residential to Medium Density Residential.

4. Add Residential Policy No. 3.7 as presented in Attachment A to this Resolution.

5. Change the land use on approximately five acres of property owned by Wanda Dornan at the southeast corner of Highland and Nebraska Avenues (APN 390-020-76 & 390-020-78) from Medium Low Density Residential as recommended by staff to Neighborhood Commercial. The approximately five acre portion of the property is more specifically depicted in Attachment C of this Resolution.

BE IT FURTHER RESOLVED, that the following change is made to the Circulation Element as recommended by the Planning Commission:

1. Relocate the collector street designation shown on the Leonard Avenue alignment between Rose and Floral Avenues easterly to align with the main driveway (planned to be signalized) of APN No.348-190-78 (Walmart) for purposes of serving the Regional Commercial uses.

BE IT FURTHER RESOLVED, that the City Council adopts the Zoning District Matrix attached to this Resolution as Attachment B, to serve as a guide for consistency between General Plan Designations adopted in the 1997 General Plan Update and the currently adopted and existing zoning districts to implement the general plan. The zoning District Matrix shall be used until such time new and specific zones are established and adopted by the Selma City Council.

The foregoing resolution is hereby approved this 4th day of August, 1997, by the following vote, to wit:

AYES: 5 COUNCIL MEMBERS: Lujan, Derr, Allen, Brockett, Garcia

NOES: 0 COUNCIL MEMBERS: None

ABSENT: 0 COUNCIL MEMBERS: None

ATTEST:

Melanie A. Carter
Deputy City Clerk, City of Selma

Ralph D. Lujan
Mayor of the City of Selma

ATTACHMENT A
Resolution No. 97- 48R
Proposed addition to residential policies
of the General Plan

Policy 3.7

The east side of McCall Avenue between Floral Avenue and Gaither Street shall be designated as a special policy area. The purpose of the special policy area is to define the area of existing single family residential uses that are subject to changing urban environments that may reduce the suitability of the area for new residential development. The anticipated impacts of street widening that would affect the single family residential use of property, include: reduction in front yard building setbacks for existing homes, increased awareness of the arterial street classification due to nearness of the street improvements and increased traffic volumes. The McCall Avenue Special Policy Area shall be subject to the following special policies:

1. In order to protect the existing residential nature of the area, all properties shall continue to be designated for medium density residential use.
2. In consideration of the potential effects of the future widening of McCall Avenue, the properties within the McCall Special Policy Area shall be permitted to develop with office commercial uses in a manner that considers and protects the residential environment of the existing uses.
3. Any proposal to develop office commercial uses shall be subject to a precise plan overlay district which may be enacted subject to making the following findings:
 - a. The size and shape of the property is adequate to provide for the proposed development.
 - b. The development gives consideration to the potential effect of development on other immediately adjacent properties by providing compatible architectural building designs, setbacks, significant landscape treatment, shared driveway, access and on site circulation and parking facilities.
 - c. The commercial office development does not generate vehicular traffic that significantly affects the adjacent residential uses.
 - d. The conversion of existing residential buildings for commercial office use provides for structurally safe, as well, as aesthetically pleasing buildings as a result of the change of occupancy.

ATTACHMENT A Proposed addition to residential policies of the General Plan

Page 27

The purpose of this study is to provide information to the public and decision makers regarding the potential impacts of the proposed development on the environment. The purpose of the study is to provide information to the public and decision makers regarding the potential impacts of the proposed development on the environment. The purpose of the study is to provide information to the public and decision makers regarding the potential impacts of the proposed development on the environment.

In order to protect the existing residential nature of the area, all proposed development shall be designed to be consistent with the existing residential character of the area.

The purpose of the study is to provide information to the public and decision makers regarding the potential impacts of the proposed development on the environment. The purpose of the study is to provide information to the public and decision makers regarding the potential impacts of the proposed development on the environment.

Any proposed development shall be subject to a public hearing and shall be subject to a public hearing and shall be subject to a public hearing and shall be subject to a public hearing.

The city and county of the property is subject to provide for the proposed development.

The development shall be subject to the existing residential character of the area. The development shall be subject to the existing residential character of the area.

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- 4 Precise plans for commercial office development within the special policy area shall incorporate the following general development guidelines:
- a. The placement of buildings on the property shall conform to the average building line of the existing development along the east side of McCall Avenue.
 - b. The architectural design of new office buildings shall reflect the residential character of the single family residential buildings in the area. Detailed architectural elevations and renderings shall be submitted for review during the precise plan approval process.
 - c. The conversion of existing residential buildings to commercial office use shall be subject to the same architectural review as new office buildings. The detailed architectural elevations submitted for review shall provide assurance that architectural building enhancements are incorporated into the change of occupancy consistent with other improvements to the property.
 - c. The use of existing residential buildings for office commercial use shall be subject to code compliance inspection performed by a licensed architect or engineer. The Code compliance inspection shall be performed to assure that any existing building used for office commercial use is safe for commercial occupancy.
 - c. All parking areas shall be located to the rear of buildings and or shall be setback a minimum of 20 feet and screened from McCall Avenue by buildings, low brick walls and extensive landscaping. Shared parking facilities shall be encouraged.
 - d. Drive approaches and driveways serving development from McCall Avenue shall be to the one way residential standard 12 to 15 feet in width and shall be spaced to retain the residential character of the area. Shared driveway access shall be encouraged.
 - e. The landscaping plan shall include the planting of large trees, at least 24 inch nursery box size, along the front or street side of the property. Trees shall be spaced in a manner that provides a 100 percent shade canopy, upon tree maturity, along the street frontages.
 - f. Adjacent properties are encouraged to consolidate and join together in order to provide adequate property size for development.

7. The following information shall be provided to the public in a timely manner:

a. The location of the project and the nature of the project as the project is being developed.

b. The estimated costs of the project and the estimated benefits to the community. The estimated costs shall include the estimated costs of the project and the estimated costs of the project as the project is being developed.

c. The estimated costs of the project and the estimated benefits to the community. The estimated costs shall include the estimated costs of the project and the estimated costs of the project as the project is being developed.

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City of Selma
Zoning Capatibility Matrix
August 4, 1997

The Zoning compatibility Matrix shall serve as the interim guideline to determine the consistent or compatible zoning district under ordinance No. 569 to implement the 1997 General Plan

1997 Land Use Designations 1997 General Plan				Current Zoning DistrictsOrd. No. 569 (1963) as amended
		Units Per Acre		Lot Size (sq. ft.)
		Min*	Max	Min
Residential Land Uses				
VLD	Very Low Density	0	2.0	12,000
LD	Low Density	1.0	4.0	9,000
MLD	Medium Low Density	3.0	5.5	7,000
MD	Medium Density	4.5	9.0	6,000
MHD	Medium High Density	8.0	14.0	20,000
HD	High Density	13.0	19.0	30,000
Commercial Land Uses		Maximum Lot Coverage		Minimum Lot Size
NC	Neighborhood Commercial	40%		1 acre
CC	Community Commercial	60%		20,000
CO	Commercial Office	40%		5 acres
SC	Service Commercial	75%		20,000
HC	Highway Commercial	70%		20,000
RC	Regional Commercial	60%		5 acres
PMD	Planned Medical Devel.	50%		20,000
CBD	Central Business District	100%		none
Industrial Land Uses		Maximum Lot Coverage		Minimum Lot Size
BP	Business Park	75%		10,000
LI	Light Industrial	80%		10,000
HI	Heavy Industrial	90%		10,000
Miscellaneous Land Uses		Maximum Lot Coverage		Minimum Lot Size
PF	Public Facilities	N/A		None
PA	Park	N/A		1 acre
RE	Reserve	N/A		N/A

City of Selma

General Plan 1997 Update
LAND USE ELEMENT

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CHAPTER 1

PREFACE

California state law requires each city and county to "adopt a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgement bears relation to its planning." (*California Government Code Section 65300*). The role of each community's general plan is to act as a constitution for development and is the foundation upon which all land use decisions are assessed. It is not only designed to express community goals but embodies public policy concerning the distribution of future land uses within the City.

California Government Code Section 65302 requires that the General Plan contain statements of development policies, and include diagrams and text setting forth objectives, principals and standards for the City. In addition, Section 65302 stipulates that the general plan include the following elements:

- | | |
|---------------|----------------|
| * Land Use | * Open Space |
| * Circulation | * Safety |
| * Housing | * Conservation |
| * Noise | |

This document represents an update to the City of Selma's Land Use and Circulation Elements of the Selma General Plan. The City has previously updated the other required elements as follows:

Housing	January 19, 1993
Conservation	July 18, 1983
Open Space/Recreation	August 21, 1989
Safety	February 4, 1991
Noise	February 4, 1991

While state law requires that the general plan contain at least the seven elements stated above, Section 65301(d) provides leeway to the City regarding the level of specificity and detail for the discussion of each element. Adoption of the General Plan may take place as either a single document or as a group of documents relating to the various elements or geographic sections of the City (*Government Code Section 65301(b)*). This update to the Land Use Element and Circulation Element will be incorporated as separate documents to the General Plan.

City of Selma General Plan 1997 Update

Land Use Element

State law provides direction regarding what issues should be covered in the Land Use Element. The following are required in land use elements:

1. General distribution of land uses.
2. General location of land uses.
3. Extent of land to be used for housing, business, industry and open space.
4. Standards of population and density of development

General Plans are intended to take a long range view of growth. All plans must reflect the fact that planning is a dynamic process and that the needs of the City change over time. State law recognizes this and provides for periodic updates (a maximum of four per year), and requires an annual report on the status of the General Plan. Some elements of the General Plan are more subject to change than others. In particular, the land use, circulation and housing elements are affected by market demand and are subject to the most frequent review and update.

CHAPTER 2

INTRODUCTION

The City of Selma is located in the heart of the San Joaquin Valley of California, one of the most productive agricultural areas of the world. Agriculture and its related needs have been essential to the existence and growth of the community. The City's proximity to diverse agricultural activities has created opportunities for food processing facilities, agricultural equipment sales outlets and related agricultural services within the City. This proximity also promotes the development of housing for persons involved in agricultural related industries and their families.

While agriculture has been, and is, a major factor in the vitality and growth of Selma, the City has been able to broaden its economic base beyond the direct connection to agriculture. As the fourth largest city in Fresno County, Selma has become the commercial center for the southern portion of the County as well as for northern Kings County.

Because California State Highway 99 traverses the City, Selma has also developed as a major convenience stop for trans-state travelers. Recent developments within the City have provided additional restaurants, motels and conference facilities available to the highway traveler.

Selma has also become an alternative housing market due to escalating housing prices in the Fresno-Clovis metropolitan area. Selma's lower land and infrastructure development costs, coupled with the ease of access to the job markets of Fresno, Visalia (via Highway 99) and Hanford (via Highway 43) have provided a significant stimulus to the housing market.

All of these factors have combined to accelerate the growth of the community far beyond what was projected in its 1973 General Plan and appears to be well on the way to exceeding the projections of the 1983 General Plan Update. As Selma prepares for the next century, there will be demands to accommodate additional residential, commercial and industrial growth. Despite continued growth, the City is determined to retain its traditional ambience and community lifestyle. This balance of community values and future vitality will continue to strengthen the desirability of the City as a place to live and prosper.

A variety of issues have been examined during the planning and preparation of this document. The following lists some of the issues which are addressed:

CHAPTER 1 INTRODUCTION

The Commission was set up in 1975 to examine the way in which the Government of the United Kingdom has been running its affairs. It was asked to look at the way in which the Government has been running its affairs and to report on its findings. The Commission was set up to look at the way in which the Government has been running its affairs and to report on its findings. The Commission was set up to look at the way in which the Government has been running its affairs and to report on its findings. The Commission was set up to look at the way in which the Government has been running its affairs and to report on its findings.

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All of these things have been done to help the Government to run its affairs better. The Commission was set up to look at the way in which the Government has been running its affairs and to report on its findings. The Commission was set up to look at the way in which the Government has been running its affairs and to report on its findings. The Commission was set up to look at the way in which the Government has been running its affairs and to report on its findings. The Commission was set up to look at the way in which the Government has been running its affairs and to report on its findings.

A series of reports have been published about the planning and preparation of the Commission. The following are some of the reports which have been published.

City of Selma General Plan 1997 Update
Land Use Element

General

1. Projected population growth during the planning period.
2. Projected land use demand to accommodate residential, commercial and industrial development during the planning period.
3. Cooperation with the Selma Unified School District in providing schools.
4. Interface between the Selma Aerodrome and future development.
5. Interface between new development and ongoing agricultural enterprises.

Residential

1. Description of residential land use categories.
2. Establishment of new land use designations to accommodate lower density residential development.
3. Establishment of new land use designations to accommodate higher density residential development.
4. Extent, size and location of residential growth areas.
5. Growth management to ensure that the pace of new development does not exceed the provision of public services.

Commercial

1. Description of commercial land use categories.
2. Review of the Central Business District and its unique characteristics.
3. Providing development standards for the Whitson Street Corridor.

Industrial

1. Description of industrial land use categories.
2. Creation of more descriptive land use designations for industrial uses.

The City's approach to addressing these issues is contained in the Goals, Policies, and discussion throughout each element of the General Plan.

Summary

1. The City's approach to addressing these issues is outlined in the San Francisco and
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Background

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Findings

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Recommendations

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Background

Natural Setting

The City of Selma is located in the southern portion of the San Joaquin Valley. This area was at one time home to a variety of native plant and animal life. However, since the late 1800's most of the immediate environs have been utilized for agricultural enterprises. The successful development of agriculture evolved through the draining and leveling of potential farmlands, and the construction of irrigation canals. Agricultural development and continuous cultivation has effectively resulted in the elimination of any significant natural habitat in or near the City.

Climate

The climate is considered Mediterranean. The Summers are hot and dry, and the winters are cold. Rainfall generally consists of less than 10 inches annually, with 80 percent of the annual rainfall occurring between October and March. In the winter months the inversion layer sometimes creates a situation known as "tule fog". Although the winter fog may not burn off for several days, the valley fog season is generally short.

Soils

The soils in the Selma area are made up of somewhat excessively drained to moderately well drained soils of young alluvial fans. Predominately of the Hanford-Delhi-Hesperian association, these soils are generally very well suited to agricultural production. Seismic activity is limited with no known faults existing within the immediate area. However, there is the possibility for local damage from major seismic activity from outside the area. This potential is greatest from the San Andreas Fault, located approximately 75 miles to the west.

Water

The City of Selma obtains its water from a series of wells that utilize a large underground aquifer. The aquifer is fed from the snow melt and stream flows of the Sierra Nevada Mountains. It is the primary source of water for cities within the central portion of the San Joaquin Valley, including Selma, Fresno, Clovis, Fowler and Kingsburg.

Background

Project Description

The City of Santa Barbara is currently in the process of reviewing the Santa Barbara Water Treatment Plant (SBWTP) for a major renovation project. The project will involve upgrading the plant's capacity to 150 million gallons per day (MGD) and improving its effluent quality to meet the most stringent water quality standards. The project is being funded by a combination of federal, state, and local funds. The City of Santa Barbara is currently in the process of preparing a Request for Proposal (RFP) for the project.

Location

The SBWTP is located in the Santa Barbara area, approximately 10 miles north of the city center. The plant is situated on a 100-acre site, which is currently owned by the City of Santa Barbara. The plant's effluent is discharged into the Santa Barbara River, which flows into the Santa Barbara Channel. The plant's location is strategic, as it allows for easy access to the river and the channel.

History

The SBWTP was first constructed in 1964, with a capacity of 100 MGD. It was designed to serve the City of Santa Barbara and the surrounding area. Over the years, the plant has undergone several upgrades, including the addition of new treatment processes and the expansion of its capacity. The most recent upgrade was completed in 2004, when the plant's capacity was increased to 120 MGD. The City of Santa Barbara is now planning a major renovation of the plant to meet the demands of the future.

Impact

The City of Santa Barbara is committed to providing high-quality water to its residents and businesses. The SBWTP is a critical component of the city's water supply system, and its renovation is essential to ensure that the city can continue to provide safe and reliable water to its citizens. The project will also have a positive impact on the environment, as it will improve the quality of the water discharged into the Santa Barbara River and the Santa Barbara Channel.

City of Selma General Plan 1997 Update
Land Use Element

Urban Setting

Like most cities in the San Joaquin Valley, Selma's growth began in close proximity to the major railroad line. The railroad tracks, currently operated by Southern Pacific Railroad, acted as a focal point for development for the City. The downtown area, established in a grid pattern parallel to the railroad tracks, is well established and has a variety of commercial enterprises, offices, municipal government offices and local court facilities.

Initial expansion of the City occurred south and west of the downtown area. Since construction of Highway 99 in the 1960's, most recent new residential development has taken place north and east of the downtown.

With the growth of Fresno, Selma has seen an increase in the number of home buyers seeking a less urban and more friendly place to raise a family. Selma provides a wide range of housing opportunities for all economic levels, as well as substantial shopping opportunities. These factors have combined to accelerate the rate of growth within the City.

Selma is the fourth largest city within Fresno County but is the third highest in taxable sales. These two facts demonstrate the role that Selma plays within the County. Long considered the commercial hub for the southern portion of the County, Selma provides a wide variety of commercial services to the area. The high taxable sales figure is directly attributable to a concentration of regional shopping opportunities.

Table 1 shows the existing land use designations of the 1983 General Plan Land Use Element, including subsequent amendments. The land uses represent a balance of residential, commercial, industrial and public land uses which have provided an effective mix for success in community structure and quality of life. It is expected that similar land use trends will continue during this planning period.

Residential land is the predominate use within Selma. This is typified by low density single-family detached housing. Approximately 80 percent of the residentially developed acreage and 68 percent of the housing stock is made up of this type of use.

Multiple family development is predominately made up of smaller apartment complexes (2 to 19 units) with a few multiple story developments existing in the City. Densities in most complexes are generally less than 12 units per acre. For the most part, the smaller complexes are dispersed throughout the City.

Major commercial activity occurs at the intersection of Highway 99, Highway 43, and Floral Avenue. There is a substantial concentration of regional commercial uses and a variety of

Urban Design

This project is located in the East Denver Valley, directly across from the intersection of Highway 101 and Highway 102. The project is a multi-story office building, approximately 15 stories high, with a total area of approximately 1,000,000 square feet. The building is designed to be a landmark structure, with a unique architectural style that reflects the city's history and culture. The building is located on a corner lot, and its design is intended to create a strong visual impact on the surrounding area.

The project is located in the East Denver Valley, directly across from the intersection of Highway 101 and Highway 102. The project is a multi-story office building, approximately 15 stories high, with a total area of approximately 1,000,000 square feet. The building is designed to be a landmark structure, with a unique architectural style that reflects the city's history and culture. The building is located on a corner lot, and its design is intended to create a strong visual impact on the surrounding area.

The project is located in the East Denver Valley, directly across from the intersection of Highway 101 and Highway 102. The project is a multi-story office building, approximately 15 stories high, with a total area of approximately 1,000,000 square feet. The building is designed to be a landmark structure, with a unique architectural style that reflects the city's history and culture. The building is located on a corner lot, and its design is intended to create a strong visual impact on the surrounding area.

The project is located in the East Denver Valley, directly across from the intersection of Highway 101 and Highway 102. The project is a multi-story office building, approximately 15 stories high, with a total area of approximately 1,000,000 square feet. The building is designed to be a landmark structure, with a unique architectural style that reflects the city's history and culture. The building is located on a corner lot, and its design is intended to create a strong visual impact on the surrounding area.

The project is located in the East Denver Valley, directly across from the intersection of Highway 101 and Highway 102. The project is a multi-story office building, approximately 15 stories high, with a total area of approximately 1,000,000 square feet. The building is designed to be a landmark structure, with a unique architectural style that reflects the city's history and culture. The building is located on a corner lot, and its design is intended to create a strong visual impact on the surrounding area.

The project is located in the East Denver Valley, directly across from the intersection of Highway 101 and Highway 102. The project is a multi-story office building, approximately 15 stories high, with a total area of approximately 1,000,000 square feet. The building is designed to be a landmark structure, with a unique architectural style that reflects the city's history and culture. The building is located on a corner lot, and its design is intended to create a strong visual impact on the surrounding area.

The project is located in the East Denver Valley, directly across from the intersection of Highway 101 and Highway 102. The project is a multi-story office building, approximately 15 stories high, with a total area of approximately 1,000,000 square feet. The building is designed to be a landmark structure, with a unique architectural style that reflects the city's history and culture. The building is located on a corner lot, and its design is intended to create a strong visual impact on the surrounding area.

The project is located in the East Denver Valley, directly across from the intersection of Highway 101 and Highway 102. The project is a multi-story office building, approximately 15 stories high, with a total area of approximately 1,000,000 square feet. The building is designed to be a landmark structure, with a unique architectural style that reflects the city's history and culture. The building is located on a corner lot, and its design is intended to create a strong visual impact on the surrounding area.

City of Selma General Plan 1997 Update
Land Use Element

services for the traveling public at this location. Moreover, this intersection provides a "gateway" to the central business district via Whitson Avenue and to newer commercial developments west of Highway 99. Commercial activity in the immediate area includes; nation-wide retailers, auto dealerships, a recreational vehicle dealership, restaurants, lodging and numerous smaller retail businesses.

The majority of industrial development is located in the southern portion of the City. However, one major industry (Quinn Caterpillar) and several smaller industries are located to the north. Many of the industrial uses are agricultural or construction oriented.

request for the traveling fee to at the location. However, the location provides a "primary" or the central business district for Evans as well as other commercial development such as shopping. Commercial activity in the immediate area includes residential development, which includes a general retail and shopping center, and a number of other commercial and residential areas.

The location of industrial development is shown in the eastern portion of the City. The location is a major highway (I-70) and is well served by major highways and roads to the north, south, east and west. The location is well situated for commercial and industrial development.

City of Selma General Plan 1997 Update
Land Use Element

Table 1

Existing Land Use Designation
1983 General Plan Land Use Element

1983 General Plan Designation	Acreage	Urban %
Low Density Residential	1,322	39
Medium Density Residential	173	5
High Density Residential	95	3
Residential-Office Commercial	4	0.1
Neighborhood Commercial	23	0.7
Central Business Commercial	40	1
Community Commercial	61	2
Service Commercial	156	5
Highway Commercial	8	0.2
Industrial	794	24
Golden State Industrial Corridor	509	15
Public Uses	166	5
Total Urban Designations	3,351	100.00
Agriculture	2,573	
Grand Total	5,924	

City of Selma General Plan 1997 Update
Land Use Element

Demographics & Population Projections

In planning for future growth, both the rate of population growth and the demographic makeup of that population must be considered. The anticipated household size, age, sex and workers per household all have a material effect on the type of housing, services, and facilities necessary to meet the needs of the residents.

Population growth is not only a result of natural growth (i.e. a function of births and deaths) but is also directly affected by migration to and from the City. The greatest determinants of migration are existing or anticipated employment opportunities, availability of housing choices, and quality of life. It is not unusual for an area to be materially affected by conditions in surrounding areas. As an example, the growth that took place in Selma in 1992 and 1993 may be directly related to the marketing of subdivisions on the basis of Selma's higher quality of life.

The impact of employment opportunities on a City's growth pattern should not be underestimated. Selma's location within one of the world's most productive agricultural areas provides easy access for workers in agriculture related occupations. Moreover, the existing commercial and industrial opportunities in and near Selma make it a desirable place to live. The 1990 census established a mean home to work travel time of 17 minutes for workers living in Selma. This indicates that many workers may commute to Fresno (the largest employment base in the valley) with a substantial number employed in the immediate vicinity of Selma.

This is consistent with information relating to types of employment gathered during the 1990 Census. That data indicates that nearly 40 percent of the population within the City of Selma is employed in management, professional, sales or administrative fields. Since there are currently no major employers for these types of jobs within Selma, a substantial portion of this group commutes to jobs outside the City. Further, approximately 60 percent of the population is employed in the service, farming, equipment operation, transportation and laborer sectors. The continued availability of this type of work within the immediate area will contribute to the continued growth of the community.

Engineering Division

It is the policy of the City of Chicago to provide for the most efficient use of its resources and to maintain the highest standards of public health and safety. The Department of Public Works is responsible for the maintenance and improvement of the city's infrastructure, including the streets, bridges, and public buildings.

The Department of Public Works is committed to providing the highest quality of service to the citizens of Chicago. It is the responsibility of the Department to ensure that the city's infrastructure is maintained in a safe and sound condition, and that any necessary repairs or improvements are made in a timely and efficient manner.

The Department of Public Works is also responsible for the management and maintenance of the city's public buildings. It is the responsibility of the Department to ensure that these buildings are maintained in a safe and sound condition, and that any necessary repairs or improvements are made in a timely and efficient manner.

The Department of Public Works is also responsible for the management and maintenance of the city's streets and bridges. It is the responsibility of the Department to ensure that these structures are maintained in a safe and sound condition, and that any necessary repairs or improvements are made in a timely and efficient manner.

City of Selma General Plan 1997 Update
Land Use Element

As part of the General Plan update, projections have been generated regarding the growth and demographic makeup of the City between 1995 and 2015. While projections are not inevitable outcomes, they do represent a base line for the determination of appropriate land use designations and development policies. The assumptions for this plan are summarized as follows:

The City will continue to grow at a rate of approximately 3.8 percent annually.

The birth rate will increase slightly through the planning period.

A younger average age will be reflected within the population.

An estimated average household size of 3.41 persons will exist during the planning period.

The average household size will gradually increase throughout the planning period to an estimated household size of 3.69 persons by 2015.

There will be an estimated population of 37,631 in 2015.

Table 2 shows the anticipated cumulative residential land needed for the year 2015 based on the above assumptions. Table 3 is a summary of all land use designations for 2015.

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City of Selma General Plan 1997 Update
Land Use Element

Residential Land Need 2015 Table 2

General Plan Designation		Existing Development	Proposed For Growth		Total Acreage Required	
		Acres	Required	Contingency	Acres	%
VLD	Very Low Density	25	79	39	143	3.9
LD	Low Density	29	360	180	569	15.5
MLD	Medium Low Density	1,268	731	365	2,364	64.4
MD	Medium Density	173	150	75	398	10.9
MHD	Medium High Density	61	45	23	129	3.5
HD	High Density	34	23	11	68	1.8
Totals		1,590	1,388	693	3,671	100

City of Selma General Plan 1997 Update
Land Use Element

TABLE 3

Land Use Designation
 1997 General Plan Land Use Element

General Plan Designation		Acreage	Urban %
VLD	Very Low Density Residential	143	2.5
LD	Low Density Residential	569	9.8
MLD	Medium Low Density Residential	2,364	40.9
MD	Medium Density Residential	398	6.9
MHD	Medium High Density Residential	129	2.2
HD	High Density Residential	68	1.2
NC	Neighborhood Commercial	21	0.4
CO	Commercial Office	14	0.2
CC	Community Commercial	108	1.9
CBD	Central Business District	30	0.5
PMD	Planned Medical Development	34	0.6
RC	Regional Commercial	138	2.4
HC	Highway Commercial	112	1.9
SC	Service Commercial	43	0.7
BP	Business Park	160	2.8
LI	Light Industrial	426	7.4
HI	Heavy Industrial	562	9.7
PF	Public Facilities	215	3.7
PK	Park/Open Space	246	4.3
TOTAL URBAN USES		5,780	
Reserves		3,894	
TOTAL ALL LAND USES		9,674	

City of Selma General Plan 1997 Update
Land Use Element

Sphere of Influence

The provision of adequate land to meet the anticipated demands created by projected population growth is critical to the fulfillment of the plan. Similarly, the need to preserve future growth areas of the City is crucial to the ultimate development of harmonious and efficient land use patterns beyond the twenty year planning horizon.

The City of Selma recognizes Fresno County as a partner in planning, and guardian of our agricultural resources. Historic practices of the County in establishing exclusive agricultural zoning, with restrictive lot sizes and potential for agricultural land contracts, serve as excellent protection for the protection of agricultural lands. The protection of these lands is mutually beneficial to the economic bases of the County and City.

The City, however, also has a mandate to provide adequate land for future development and fulfillment of long range plans. One such plan is the acquisition and improvement of the Selma Aerodrome, located northwest of the City, as a municipal facility. The City and current airport owner have been cultivating a mutual interest in developing this facility as a municipal general aviation facility. The City has filed an application with the Federal Aviation Administration for assistance in studying the feasibility and master planning of the airport. Because of the City's efforts and interest in the airport, the City proposes to expand the sphere of influence to include the airport and immediate environs. The proposed expanded sphere would establish an area where the City could review and comment on development proposal which could be filed with the County and may impact the City's future plans for the facility.

The City has a significant constraint to potential future growth in the configuration and capacity of interchanges with Highway 99. There are only four interchanges near the Selma area, at Manning Avenue, Floral Avenue, Second Street and Mountain View Avenue. The City also anticipates the future development of a Dinuba Avenue interchange, however, development is probably outside the planning horizon. Currently, the Manning Avenue interchange is outside the sphere of influence of the City. However, the City sphere does border on Manning Avenue in the vicinity of McCall Avenue. The Manning Avenue interchange is anticipated to serve portions of northern Selma during the planning period. As mentioned earlier, the City is anticipating acquisition of the Selma Aerodrome. Success of the airport is tied to convenient street access to the facility. An eventual interchange at Dinuba Avenue would provide the primary access to the airport, however, until the interchange is constructed, the airport can best be served by the Manning Avenue interchange and to a lesser degree, the Floral Avenue interchange. Therefore, the City has proposed an expansion of the sphere to the south side of Manning Avenue west of the interchange.

Summary of Findings

The purpose of this report is to provide the public with information about the City's growth study. The study is a long-term effort to assess the City's growth patterns and to develop strategies to manage growth in a sustainable manner. The study is being conducted by the City's Planning Department and the Dallas Area Rapid Transit (DART) Authority.

The City's Planning Department is responsible for developing and implementing the City's growth study. The study is being conducted in a number of phases. The first phase is to assess the City's current growth patterns and to identify areas of potential growth. The second phase is to develop strategies to manage growth in a sustainable manner. The third phase is to implement the strategies and to monitor the results.

The City's Planning Department is currently in the first phase of the study. It is assessing the City's current growth patterns and identifying areas of potential growth. The study is being conducted in a number of phases. The first phase is to assess the City's current growth patterns and to identify areas of potential growth. The second phase is to develop strategies to manage growth in a sustainable manner. The third phase is to implement the strategies and to monitor the results.

The City has a significant commitment to sustainable growth in the Dallas area. The City's Planning Department is currently in the first phase of the study. It is assessing the City's current growth patterns and identifying areas of potential growth. The study is being conducted in a number of phases. The first phase is to assess the City's current growth patterns and to identify areas of potential growth. The second phase is to develop strategies to manage growth in a sustainable manner. The third phase is to implement the strategies and to monitor the results.

City of Selma General Plan 1997 Update

Land Use Element

The interchange at Floral Avenue is anticipated to reach capacity in the near future. The interchange at Second Street is small and not designed to carry large amounts of traffic. The interchange at Mountain View Avenue has potential for carrying additional traffic and expansion if necessary, however, it is at the southernmost boundary of the current sphere of influence. The configuration and capacity of these interchanges have the impact of restricting the amount of growth that can take place on the west side of the freeway where these interchanges are critical for connections to shopping areas and work places. This also makes the north and eastern areas of the City more attractive for new growth. Therefore, the City is proposing expansions to the sphere of influence primarily to the north and east to accommodate predicated growth during the planning period and beyond.

Growth Management

The issue of growth management is central to the general plan process. Growth impacts the community in a variety of ways affecting all of its residents. When growth takes place in a manner consistent with the community's ability to provide necessary services, growth can have positive impacts. Unplanned growth or rapid growth beyond the ability to provide services, can create an unpleasant environment and have a devastating affect on the long term economic vitality of the community.

It is in the context of managed growth that the impact of the General Plan can best be understood. A general plan can be broadly defined as an adopted statement of policy for the physical development of a community. As such, it not only represents the official policy regarding the nature and quality of development within the community, but also represents an assessment of the type, quantity, and timing of future development. The purpose of this General Plan is to provide a clear statement of the City's desire for future development. The Plan will be used in the decision making process and is designed to be the framework for policy decisions on both private development projects and City capital expenditures.

The General Plan reflects a serious interest in the effects of urban development on the City's operation and capital budgets. All land use decisions have an effect on future City tax revenues and on the cost of delivering services. As long as the City continues to grow in population, the operating and capital budgets have to address increased service demands. The purpose of a growth management strategy is to reach a balance between the need to house new population and the need to balance the City's budget while providing acceptable levels of service.

The City's strategy for growth management can best be described as the prudent location and timing of new development to maximize the efficient use of urban facilities and services. The General Plan gives direction to the growth the City will experience in the future. Where and when growth is accommodated has major implications for service levels and on the costs of operating the City.

City of Selma General Plan 1997 Update

Land Use Element

Since most new facilities are funded through fees or bonds, it is important to ensure that the financing mechanisms for such projects are not impaired by new development, and that new developments do not create "gaps" in proposed master plan improvements. Specific policies on growth management are contained in Chapters 5, 6 and 7 of this document.

Schools

The Selma Unified School District is responsible for construction and operation of all schools that serve the City. The District collects all school impact mitigation fees allowed under State law. In addition, the City and District have reached an agreement for the collection of supplemental fees on residential construction for the construction of school facilities. The City also tries to locate new City parks adjacent to elementary and junior high schools when possible. Schools and parks are located in similar areas as they both serve small children. Placement of parks next to schools allows less overall land to be used for the school and provides for an efficient use of public facilities. The City and District have an existing agreement for the shared use of some facilities. The Land Use Element includes policies designed to ensure that school facilities are considered at the during the planning process for all new residential developments. Specific policies regarding school facilities are contained in Chapter 5.

CHAPTER 3

ZONING CONSISTENCY

To meet requirements of State Law and simplify the planning process, all land within the Sphere of Influence identified on the General Plan map is provided with a land use designation. The classifications of land are adopted as General Plan policy and are intentionally broad to allow flexibility in project planning. Typically, this flexibility may allow more than one zoning district to be consistent with a single general plan land use designation.

By law, the Land Use Element must establish standards of population density and building intensity for each land use designation. Residential land use density and intensity is expressed in terms of units per gross acre. A gross acre is the raw land before any dedication of streets, setbacks or other restrictions are applied. Units per gross acre is used because it is easier to understand and convey to the general public. Each residential category includes minimum and maximum density specified in a range of units per gross acre. This allows for a variety of development proposals and zoning requests to be consistent with the General Plan land use designation. The figures are estimates based on average housing units per gross acre. The ultimate population density may be obtained by multiplying the number of units by the average household size to determine the number of persons per acre.

Commercial and industrial land uses include a maximum lot coverage which should not be exceeded. It would not include parking areas (except garages and carports), sidewalks and similar features. Table 4 provides a summary of the density ranges allowed in residential designations and the maximum lot coverage area ratio allowed in non-residential designations.

Zoning Consistency

While the Land Use Element specifies a range of unit densities per acre, the Zoning Ordinance of the Selma Municipal Code regulates lot size, parking requirements and other development standards. Under a given land use designation, different zone districts may be appropriate. Consideration of different development requirements within a land use designation is accomplished under the Planned Development provisions of the Zoning Ordinance. Table 4 lists the zoning districts appropriate for each land use.

Several new zoning districts will be required for implementation and other zone districts will require modification for consistency of this update. The modifications to the zoning ordinance are planned to take place after adoption of this general plan update.

CHAPTER 3

THE CHINESE

The first objective of this study is to provide a general overview of the Chinese population in the United Kingdom. The second objective is to provide a detailed analysis of the Chinese population in the United Kingdom, with a particular emphasis on the Chinese population in the London area. The third objective is to provide a detailed analysis of the Chinese population in the United Kingdom, with a particular emphasis on the Chinese population in the London area.

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3.1. Introduction

While the term 'Chinese' is used throughout this study, it is important to note that it refers to the Chinese population in the United Kingdom, and not to the Chinese population in China. The Chinese population in the United Kingdom is a diverse group, with members of various ethnicities and nationalities. This study will focus on the Chinese population in the United Kingdom, and will not attempt to provide a detailed analysis of the Chinese population in China.

Several new studies have been published in the last few years, which have provided a detailed analysis of the Chinese population in the United Kingdom. These studies have provided valuable information on the Chinese population in the United Kingdom, and have helped to increase our understanding of this population. This study will build on the work of these previous studies, and will provide a detailed analysis of the Chinese population in the United Kingdom.

City of Selma General Plan 1997 Update
Land Use Element

General Plan Designation		Units Per Acre		Lot Size (sq. ft.)	Consistent Zoning
		Min*	Max	Min	
Residential Land Uses					
VLD	Very Low Density	0	2.0	12,000	R-1-12
LD	Low Density	1.0	4.0	9,000	R-1-9, R-1-12
MLD	Medium Low Density	3.0	5.5	7,000	R-1-7, R-1-9
MD	Medium Density	4.5	9.0	6,000	R-2, R-1-7
MHD	Medium High Density	8.0	14.0	20,000	R-3, R-2
HD	High Density	13.0	19.0	30,000	R-4, R-3
Commercial Land Uses		Maximum Lot Coverage		Minimum Lot Size	Consistent Zoning
NC	Neighborhood Commercial	40%		1 acre	C-1
CC	Community Commercial	60%		20,000	C-2
CO	Commercial Office	40%		5 acres	C-O
SC	Service Commercial	75%		20,000	CS
HC	Highway Commercial	70%		20,000	CH
RC	Regional Commercial	60%		5 acres	C-3
PMD	Planned Medical Devel.	50%		20,000	PMD
CBD	Central Business District	100%		none	CBD
Industrial Land Uses		Maximum Lot Coverage		Minimum Lot Size	Consistent Zoning
BP	Business Park	75%		10,000	BP
LI	Light Industrial	80%		10,000	M1
HI	Heavy Industrial	90%		10,000	M2
Miscellaneous Land Uses		Maximum Lot Coverage		Minimum Lot Size	Consistent Zoning
PF	Public Facilities	N/A		None	Any
PA	Park	N/A		1 acre	OS
RE	Reserve	N/A		N/A	RA, OS

Table 4

* See Policy 6.1

CHAPTER 4

AGRICULTURAL MANAGEMENT

Selma is located in one of the most productive agricultural regions of California. The economy of Selma is primarily based on agriculture and many of the citizens and businesses either directly or indirectly depend on agriculture for their livelihood. Therefore, the City must carefully protect agricultural lands, while providing for the growth necessary to sustain a vibrant community. The following goals and policies are meant to lessen the impact of urban growth on surrounding farmlands.

GOAL 1.

Protect adjacent and nearby agricultural lands within the City Sphere of Influence, while providing for logical growth of the City.

Policy 1.1

To the maximum extent feasible, prime agricultural lands should not be designated for urban development to preserve the lands as a natural resource, and to provide a buffer between existing and future development in the City and neighboring cities.

Policy 1.2

The premature conversion of producing agricultural lands to urban uses is discouraged. Steps to curb conversion of these lands include the use of Williamson Act contracts and "right to farm" covenants.

Policy 1.3

Request that Fresno County amend the County's Selma Community Plan to be consistent with this document.

Policy 1.4

Support Fresno County General Plan objectives and policies which protect agricultural lands by maintaining large agricultural parcel sizes and preventing the development of these parcels until it is appropriate to be annexed into the City for development.

Policy 1.5

Support Fresno County General Plan objectives and policies which direct new urban development within the Selma Sphere of Influence to the City.

City of Selma General Plan 1997 Update
Land Use Element

Policy 1.6

Support agricultural industries within the City, but not in the unincorporated areas of the Selma Sphere of Influence. The City should discourage industry in unincorporated lands as it would blur the City edge and create demand for annexation and City services.

Policy 1.7

Require a "right to farm" covenant to be recorded for all development adjacent to producing agricultural lands, in order to provide notice to future owners and protect the farming activities.

Policy 1.8

New development in the community should be sequential, and contiguous to existing development, to ensure the orderly extension of municipal services and preservation of a free flowing circulation system.

Policy 1.9

While the City prefers contiguous urban development, this may not always be feasible or possible given short-term ownership and development constraints. However, leapfrog development greater than ¼ mile from existing urban uses should be discouraged. Such development should be required to submit an analysis of the fiscal and service impacts the development would have upon the City.

Policy 1.10

The in-fill of existing vacant lands should be encouraged over development on the periphery of the community.

Policy 1.11

Development of peninsulas of urban development into agricultural lands should be discouraged.

Policy 1.12

In cooperation with Fresno County and the Fresno Local Agency Formation Commission, the City should adopt and maintain a Sphere of Influence consistent with this General Plan. The sphere of influence shall serve the mutual interests of the County and City by preserving agriculture uses in a development vulnerable area while protecting the ultimate growth area of the City from potential incompatible or unplanned urban uses.

Policy 14

Support agricultural activities within the City, but not to the detriment of the urban growth. The City should encourage industry to locate within the City limits but not to the detriment of agriculture and the environment.

Policy 15

Support a "right to farm" program, which would allow farmers to continue to farm in areas zoned for urban use, provided they meet the zoning requirements.

Policy 16

The City should support the development of agricultural land, and encourage the development of urban areas which are adjacent to agricultural land.

Policy 17

While the City should encourage agricultural development, it should not allow the development of agricultural land to be a detriment to the urban growth. The City should encourage the development of urban areas which are adjacent to agricultural land, and encourage the development of agricultural land which is adjacent to urban areas.

Policy 18

The City should encourage the development of agricultural land, and encourage the development of urban areas which are adjacent to agricultural land.

Policy 19

The City should encourage the development of agricultural land, and encourage the development of urban areas which are adjacent to agricultural land.

Policy 20

The City should encourage the development of agricultural land, and encourage the development of urban areas which are adjacent to agricultural land. The City should encourage the development of agricultural land, and encourage the development of urban areas which are adjacent to agricultural land.

City of Selma General Plan 1997 Update
Land Use Element

Policy 1.13

The City should discourage extension of urban services for land which will not be annexed into the City for greater than one year, except when required to eliminate health and safety problems in existing developments.

Policy 1.14

The City shall oppose untimely urban development in the unincorporated areas of the Sphere of Influence.

CHAPTER 5

RESIDENTIAL LAND USE

Residential Land Uses

The viability of any community is dependent on many factors. These include the availability of an adequate and varied housing supply, availability of shopping and professional services, community ambiance, and schools. Of these factors, the provision of an adequate and varied housing stock and community ambiance are the greatest contributors to the long term growth and health of a community.

The provision of a variety of housing styles helps support diversity within the community and creates opportunities for families to move up in their choice of housing while retaining their roots within the community. The creation of a single housing type within a community limits the move up opportunities for the current residents and can create an economic stratification within the community. Without a choice of housing types, those individuals who are owners, managers and supervisors of companies as well as, members of various professions (doctors, lawyers, etc) may need to seek housing in other communities. In order to maintain a stable community it is imperative that housing be available in all price ranges and in a variety of styles.

Moreover, as members of the community continue to age, their desired housing choice may vary from the traditional single family home on a standard residential lot. Provisions for the development of seniors projects, planned unit developments and other housing choices must be provided for in the plan. The ability of the community to provide housing choices in a wide range of prices and styles contributes to the synergy of its residents in directing the city to its future greatness. Recognizing the importance of providing a choice of housing styles and price ranges, and creating the necessary land designations to accommodate such growth, the City has proposed a wide range of housing densities throughout the City.

The density standards described in the General Plan do not guarantee that development will be approved at the maximum density specified for each classification. The existence of one or more development constraints could limit the density to less than shown. Typical examples of constraints include, but are not limited to, drainage issues, wetlands, easements, noise constraints, other environmental factors, community design requirements, compatibility with adjacent uses and zoning regulations.

CHAPTER 2

HOSPITAL AND THE

Community

The history of the hospital is a story of the struggle for power. It is a story of the struggle for power between the hospital and the community. It is a story of the struggle for power between the hospital and the government. It is a story of the struggle for power between the hospital and the private sector. It is a story of the struggle for power between the hospital and the public sector. It is a story of the struggle for power between the hospital and the medical profession. It is a story of the struggle for power between the hospital and the patient. It is a story of the struggle for power between the hospital and the society. It is a story of the struggle for power between the hospital and the world.

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Through the Planned Development process, conventional zoning restrictions may be changed or removed for a specific development proposal. In a residential Planned Development, for example, housing units can be clustered resulting in higher localized densities as long as the average density for the entire project does not exceed the General Plan designation maximum density. The purpose of the Planning Development process is to allow deviation or reduction of specific development standards, if the overall development design and amenities of a project increase its consistency with community values, compatibility with adjacent neighborhoods and is consistent with the General Plan.

This Land Use Element includes six residential categories ranging in density from a maximum of two units per acre, up to 19 units per acre. For determining consistency with the density standards contained within in this element, density shall be calculated by using the number of units per gross site acreage as it exists when the project proposal is submitted for review. The gross site acreage shall not include any previously dedicated right-of-ways or easements for public access. State law provides a mechanism to exceed the maximum density range for any given residential general plan designation by 25 percent. Known as the density bonus law, the increase in density is only permitted for those developments that provide specific types of low income or senior citizen housing. The following categories identify land throughout the planning area that is acceptable for housing; clarify the overall type of housing to be developed within each category; and allow for a mixture of housing types, lot sizes and affordability within the community.

Very Low Density (VLD): 0 2.0 Units Per Acre.

This category is characterized by larger lot sizes ranging from a minimum of 12,000 square feet to a more typical 20,000 square feet. Typical zoning would be R-1-12. A planned unit development may be appropriate if accompanied by a recreational amenity such as a golf course, lake or similar amenity. Estate sized lots and areas where horses could be kept may also be compatible in some areas.

Low Density (LD): 1.0 4.0 Units Per Acre.

The intent of this classification is to provide locations for the construction of single family homes. Zoning classifications under this Designation include R-1-9 and R-1-12 with 9,000 and 12,000 square foot lot minimums respectively. Much of the new single family development would take place within this land use category.

Medium Low Density (MLD): 3.0 5.5 Units Per Acre.

This Designation allows for a transition of housing types between higher density development and conventional single family developments. Typical zoning would be the R-1-7 or R-1-9. This land use designation is representative of most existing single family developments within the City. Minimum lot size will be 7,000 square feet.

The purpose of this paper is to present a preliminary report on the results of a study of the life history of the European spruce sawfly, *Pristiphora erichsoni* (L.), in the laboratory. The study was conducted in the Department of Entomology, University of California, Berkeley, California, during the summer of 1951. The purpose of the study was to determine the life history of the sawfly in the laboratory, and to compare the results with those obtained in the field. The life history of the sawfly in the laboratory was found to be similar to that in the field, but with some differences in the timing of the various stages of the life cycle.

The life history of the sawfly in the laboratory was found to be similar to that in the field, but with some differences in the timing of the various stages of the life cycle. The eggs were laid in the laboratory in the same manner as in the field, and the larvae were reared on the same food as in the field. The pupae were also reared in the laboratory, and the adults were allowed to mate and lay eggs. The results of the study are presented in the following table:

Stage	Duration (Days)	Notes
Egg	1-2	Laid in the laboratory in the same manner as in the field.
Larva	10-12	Reared on the same food as in the field. The larvae were found to be similar in size and appearance to those in the field.
Pupa	10-12	Reared in the laboratory. The pupae were found to be similar in size and appearance to those in the field.
Adult	10-12	Allowed to mate and lay eggs. The adults were found to be similar in size and appearance to those in the field.

Key Words: *Pristiphora erichsoni*, life history, laboratory.

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City of Selma General Plan 1997 Update
Land Use Element

Medium Density (MD): 4.5 9.0 Units Per Acre.

Small-lot, clustered development and low density multiple family development would be acceptable in this designation. To accommodate these types of development, typical zoning would be R-2, having a minimum lot size of 6,000 square feet with an additional 4,000 square feet for each additional unit on the same lot. In addition, specific development standards would be necessary on a project by project basis to insure that there would be sufficient open space, parking, etc. The majority of multiple family development in this district would be in the form of duplexes.

Medium High Density (MHD): 8.0 14.0 Units Per Acre.

This classification provides for lower intensity multiple family developments. Typical zoning would be R-3 with a minimum lot size of 20,000 square feet. A lot with the minimum lot size would typically have up to 4 residential units. Typical development would be tri- and four-plexes and single story apartment complexes.

High Density (HD): 13.0 19.0 Units Per Acre.

Notable apartment developments are provided within this designation. A new zone district, R-4, will be required to be developed in the zoning ordinance. R-4 zoning will have a minimum lot size of 30,000 square feet. A lot with the minimum lot size could potentially have up to 13 residential units. This designation would likely result in multiple story apartment complexes.

RESIDENTIAL GOALS, OBJECTIVES & POLICIES

GOAL 2.

Provide adequate land and services to facilitate the development of a wide range of housing within the City of Selma.

Policy 2.1

For fostering competition and choice of housing, the City shall identify approximately 150 percent of the estimated land needed for development to accommodate the projected growth of the community during the plan period on the general plan land use map.

Policy 2.2

Within one year of adoption of the General Plan, the City should review its Capital Improvement program to insure that planned improvements are consistent with the plan.

Policy 2.3

The City shall work closely with the school district in monitoring housing, population, school enrollment trends and in planning for future school facility needs, and shall assist the School District in locating appropriate sites for new schools.

- * The City will involve the school district as early as possible in the planning process to ensure that the analysis of and provision for adequate school facilities are an integral part of any project review.
- * New schools should be located as close as possible to housing developments to minimize district transportation costs.
- * New school sites should be located adjacent to public parks and/or open space to allow joint use of public land.
- * New school sites should be located to minimize the need for young children to cross major roadways, railroads or other physically challenging barriers.
- * The City shall assist the school district in finding sites for the five elementary schools, one middle school and one high school which the school district indicated would be necessary to serve the population growth provided for in this element.

Policy 2.4

The City will work closely with the school district to reduce the likelihood that school facilities will not keep pace with new development. The City may assist the school district in securing funding for new school facilities and, where legally feasible, the City may provide a mechanism which, along with state and local sources, requires development projects to satisfy the school district's financing program based upon evidence of their impactation.

- * The City and school district have entered into an agreement to address mitigation of new residential construction impacts on the school district. The school district may impose fees of up to \$3.00 per square foot on residential development projects for the construction and/or reconstruction of school facilities. The \$3.00 per square foot on residential development projects may be adjusted every two years for inflation.
- * If the agreement between the City and school district is terminated for any reason, the City shall continue to consider adequate mitigation measures, in the City's sole discretion, to reduce the impacts of development on the school district. The Selma Planning Commission and/or the Selma City Council shall, in their sole judgement,

Policy 2.3

The City will ensure that all school districts in the state have access to the same level of funding for their students. The City will ensure that all school districts in the state have access to the same level of funding for their students.

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Policy 2.4 Continued

make the final determination of what constitutes adequate mitigation of new residential construction impacts on school facilities under this plan.

- * If the school district is unable to receive adequate funding as demonstrated by evidence submitted by the school district to the City, for the district's ongoing construction needs, the City will consider special school financing mechanisms, but does not and cannot assure approval by the City or the ability to implement such financing. Such mechanisms could include, but is not limited to, additional development fees, assessment and/or community facility districts and/or bond issues.
- * The City will encourage the school district to take actions necessary to qualify for state school funds.

GOAL 3.

Provide a high quality living environment in residential neighborhoods.

Policy 3.1

Residential neighborhoods should be protected from encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment.

Policy 3.2

New residential developments shall incorporate specific and unique design features into their projects to help promote a sense of ownership and place in a neighborhood. Proposed elevations and materials shall be compatible with adjacent or nearby neighborhoods. Design features shall include the physical appearance and materials used on a structure, as well as, the placement of structures within a development. Elevations and floor plans shall be reviewed and evaluated prior to approval of new residential developments.

Policy 3.3

Walls shall be designed in a manner that incorporates a variety of materials, textures and landscaping. Walls design and materials shall be reviewed and evaluated at the time of approval of new residential developments.

Policy 2.1 - Confidentiality

It is the policy of the Department of Health and Human Services to ensure that all information received by the Department is kept confidential and is not disclosed to the public without the express written consent of the individual or entity providing the information.

If an individual or entity provides information to the Department, it is understood that the information is being provided on a confidential basis. The Department will not disclose the information to the public without the express written consent of the individual or entity providing the information. The Department will not disclose the information to the public without the express written consent of the individual or entity providing the information.

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Policy 2.5 - Confidentiality

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Policy 3.4

Required front yard setbacks shall be landscaped and provided with permanent irrigation systems prior to issuance of occupancy permits for single family residential developments. A minimum of one street tree for every thirty feet of street frontage shall be provided. Such trees shall not be less than two inches in diameter, measured four and one half feet from the root ball, and shall be a variety on the City's list of approved trees.

Policy 3.5

Landscaped set backs of a minimum of twenty feet adjacent to arterial streets and ten feet adjacent to collector streets should be provided for all new residential developments to provide additional security, privacy and noise reduction.

Policy 3.6

The following access restrictions shall apply to new single family subdivisions:

- * New single family residential lots shall not be permitted to have vehicle access to arterial streets.
- * New single family residential lots shall not be permitted to have vehicle access to collector streets where it can be avoided.
- * The use of frontage roads, corner lots, open end cul-de-sacs or other street design solutions for access is encouraged.

Policy 3.7

The east side of McCall Avenue between Floral Avenue and Gaither Street shall be designated as a special policy area. The purpose of the special policy area is to define the area of existing single family residential uses that are subject to changing urban environments that may reduce the suitability of the area for new residential development. The anticipated impacts of street widening that would affect the single family residential use of property, include: reduction in front yard building setbacks for existing homes, increased awareness of the arterial street classification due to nearness of the street improvements and increased traffic volumes. The McCall Avenue Special Policy Area shall be subject to the following special policies:

1. In order to protect the existing residential nature of the area, all properties shall continue to be designated for medium density residential use.

Table 2.6

The City of Irvine is committed to providing a high quality environment for its residents. The City's Land Use Element is designed to provide a framework for the City's land use decisions. The City's Land Use Element is designed to provide a framework for the City's land use decisions. The City's Land Use Element is designed to provide a framework for the City's land use decisions.

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Policy 3.7 Continued

2. In consideration of the potential effects of the future widening of McCall Avenue, the properties within the McCall Special Policy Area shall be permitted to develop with office commercial uses in a manner that considers and protects the residential environment of the existing uses.
3. Any proposal to develop office commercial uses shall be subject to a precise plan overlay district which may be enacted subject to making the following findings:
 - * The size and shape of the property is adequate to provide for the proposed development.
 - * The development gives consideration to the potential effect of development on other immediately adjacent properties by providing compatible architectural building designs, setbacks, significant landscape treatment, shared driveway, access and on site circulation and parking facilities.
 - * The commercial office development does not generate vehicular traffic that significantly affects the adjacent residential uses.
 - * The conversion of existing residential buildings for commercial office use provides for structurally safe, as well, as aesthetically pleasing buildings as a result of the change of occupancy.
4. Precise plans for commercial office development within the special policy area shall incorporate the following general development guidelines:
 - * The placement of buildings on the property shall conform to the average building line of the existing development along the east side of McCall Avenue.
 - * The architectural design of new office buildings shall reflect the residential character of the single family residential buildings in the area. Detailed architectural elevations and renderings shall be submitted for review during the precise plan approval process.
- The conversion of existing residential buildings to commercial office use shall be subject to the same architectural review as new office buildings. The detailed architectural elevations submitted for review shall provide assurance that architectural building enhancements are incorporated into the change of occupancy consistent with other improvements to the property.

Policy 3.7 Continued

- * The use of existing residential buildings for office commercial use shall be subject to code compliance inspection performed by a licensed architect or engineer. The Code compliance inspection shall be performed to assure that any existing building used for office commercial use is safe for commercial occupancy.
- * All parking areas shall be located to the rear of buildings and or shall be setback a minimum of 20 feet and screened from McCall Avenue by buildings, low brick walls and extensive landscaping. Shared parking facilities shall be encouraged.
- * Drive approaches and driveways serving development from McCall Avenue shall be to the one way residential standard 12 to 15 feet in width and shall be spaced to retain the residential character of the area. Shared driveway access shall be encouraged.
- * The landscaping plan, shall include the planting of large trees, at least 24 inch nursery box size, along the front or street side of the property. Trees shall be spaced in a manner that provides a 100 percent shade canopy, upon tree maturity, along the street frontages.
- * Adjacent properties are encouraged to consolidate and join together in order to provide adequate property size for development.

GOAL 4.

Ensure that higher density residential developments provide amenities and maintenance of facilities that assures an adequate standard of living to the residents of the development.

Policy 4.1

In order to meet a portion of the open space and recreational needs generated by higher density residential developments, private recreational facilities should be provided in all residential planned unit developments and multiple family residential projects over five units.

GOAL 5.

Ensure that higher residential densities do not negatively affect existing neighborhoods.

Policy 2.1 (continued)

The City of Chicago recognizes the importance of the historic architecture of the city and the need to preserve and protect it. The City of Chicago recognizes the importance of the historic architecture of the city and the need to preserve and protect it.

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GOAL 2

Chicago has a rich history and a vibrant future. The City of Chicago recognizes the importance of the historic architecture of the city and the need to preserve and protect it.

Policy 2.1

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GOAL 2

Chicago has a rich history and a vibrant future. The City of Chicago recognizes the importance of the historic architecture of the city and the need to preserve and protect it.

City of Selma General Plan 1997 Update
Land Use Element

Policy 5.1

"Medium High" and "High" residential land use districts should be distributed throughout the community. However, such residential districts shall be located at or near intersections of Arterial and/or Collector streets and should be close to shopping and schools. Access to developments within these districts through single family residential neighborhoods is discouraged.

Policy 5.2

Higher density residential family developments should be designed in a manner that minimizes the impacts upon adjacent properties. To that end, the following development standards should be incorporated into higher density residential projects:

- * Outdoor recreation areas, game courts, pools and solid waste collection areas on multifamily properties shall be oriented away from adjacent properties planned for single family residential.
- * Parking areas, garages, other non-residential structures and access drives shall be separated from adjacent properties planned for single family residential with a 10-foot landscaped setback.
- * Exterior area lighting for multiple family residential parking, access drives and outdoor recreation areas shall be shielded to minimize line-of-sight visibility from abutting property planned for single family residential.
- * Multiple family residential buildings greater than 20 feet in height should be prohibited within 25 feet of property planned for single family residential.
- * Permanent fences or walls shall be provided adjacent to non-street project boundaries.

Policy 5.3

Access within 175 feet of the intersection of two arterials for multiple family residential should not be permitted.

Policy 5.4

Multiple family residential development projects should be no larger than 120 units. Developments larger than this should be designed, approved and managed as separate projects.

City of Selma General Plan 1997 Update
Land Use Element

Policy 5.5

Multiple family residential development projects in the "Medium High" and "High" land use designations should be of sufficient size to provide on-site management.

GOAL 6.

Provide for a mix of densities which will ensure adequate and affordable housing for all economic segments of the community.

Policy 6.1

Prior to development of less than the minimum range specified for a given residential General Plan Designation or amendment of the General Plan to allow a lower density designation for a parcel of land, the findings listed below shall be made. The intent of this policy is to make efficient use of land and ensure the viability of long-range financing mechanisms used to finance public improvements.

- * A determination that the density will not cause a shortfall in any assessment district, reimbursement agreement or other fee program implemented by the City.
- * That the design of the project addresses noise, traffic, and access within the confines of the project.
- * That adjacent land uses, existing or planned, are not significantly impaired, or prohibited, as a result of the lower density.

Policy 6.2

The maximum densities provided for in this general plan land use element may be exceeded for reconstruction of existing multiple dwelling units in accordance with the following:

Demolition and reconstruction of existing multiple dwelling units on a single legal parcel in areas designated or zoned for single family development may be permitted subject to review and approval by the Planning Commission at a public hearing and in accordance with the following:

- * The multiple dwelling units were legally constructed. For the purposes of this policy, legally constructed shall include all multiple dwellings which have approved entitlements, approved building permits for construction or conversion, or can be shown by City records to have existed prior to 1970.

Table 1

Table 1 shows the results of the "Medium High" and "High" level of the analysis. The results are presented in the following table.

Table 2

Table 2 shows the results of the analysis. The results are presented in the following table.

Table 3

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City of Selma General Plan 1997 Update
Land Use Element

Policy 6.2 Continued

- * The lot can be shown to accommodate reasonable facilities for the scale of the development, such as open space, parking and common areas. A minimum of one hundred fifty (150) square feet of private open space per unit should be provided.
- * A minimum of one (1) on-site parking space per unit shall be provided. Where parking in excess of one space per unit exists, parking spaces numbering not less than the existing number shall be provided upon completion of the reconstruction.
- * There shall be no increase in the intensity of the land use over that which previously existed. No increase in the number of units shall occur. The average size of all units on the property shall not be increased, except as required to meet any minimum size required by the Selma Municipal Code.
- * The proposed height and bulk of the dwellings shall be compatible with the surrounding neighborhood.
- * The exterior materials and architecture shall be compatible with the surrounding neighborhood.

GOAL 7.

Maintain a viable population growth rate in Selma over the plan period that provides for orderly growth with minimal adverse impacts upon City services within the community and consistent with the character of Selma with an average annual growth rate of 3.8 percent.

Policy 7.1

Residential development at urban densities should be located only where services and facilities can be provided.

Policy 7.2

In any given three year period where the average annual growth rate exceeds 3.8 percent, the City shall enact measures which controls the number of building permits issued for new residential construction. At the time the average annual population growth rate exceeds 3.8 percent, the City shall determine the number of residential permits which will be needed to be issued over the next two years to establish a 3.8 percent growth rate for that 5 year period. The number of annual permits may be prorated on a monthly basis and adjusted for traditional seasonal construction. Residential units constructed or reconstructed by funds

Article 13

The ...

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There ...

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Article 14

Within ...

Article 15

Within ...

Article 16

In ...

Policy 7.2 Continued

provided in full or part by the Selma Redevelopment agency shall be exempt from this policy.

Policy 7.3

Development shall be encouraged in areas that already have urban services or are within a master plan to provide those services. Development of lands outside of current service or master plan areas (such as the SKF Sewer District, City of Selma Master Plan for Storm Drainage Area, etc) should only be considered if the following findings can be made:

- * The development will not cause a shortfall, either short- or long-term in the financing of any public facility.
- * The development will not significantly delay the provision of a public improvement.
- * The development will not accelerate the need for a public improvement beyond the ability of the improvement fund to adjust for the improvement.
- * Expansion of the master plan area and/or public facility will not result in the City being unable to maintain existing facilities at their current service levels.
- * Notwithstanding the improvements proposed by any development, all developments will be required to contribute their pro rata share towards the completion of established Master Plan improvements.

Bill 1247-1996

Bill 1247-1996 is a bill to amend the City of Denver Charter, Chapter 40, Article 1, Section 1, to read:

Article 1

Section 1. The City of Denver is a municipal corporation created by the people of the City of Denver, and its powers and duties shall be derived from the people of the City of Denver. The City of Denver shall be a body politic and corporate, and shall have the right to sue and be sued, to contract, to hold property, to incur and pay debts, to borrow money, to grant and receive franchises and licenses, to exercise the right of eminent domain, and to do all such other acts and things as may be necessary or proper for the government of the City of Denver.

The City of Denver shall not exercise its powers or duties in a manner that would be inconsistent with the provisions of the Colorado Constitution or the laws of the State of Colorado.

The City of Denver shall not exercise its powers or duties in a manner that would be inconsistent with the provisions of the City of Denver Charter.

The City of Denver shall not exercise its powers or duties in a manner that would be inconsistent with the provisions of the City of Denver Code.

The City of Denver shall not exercise its powers or duties in a manner that would be inconsistent with the provisions of the City of Denver Ordinance.

The City of Denver shall not exercise its powers or duties in a manner that would be inconsistent with the provisions of the City of Denver Resolution.

CHAPTER 6

COMMERCIAL LAND USES

Commercial Land Uses

Commercial activities and their resultant sales tax revenues are of significant importance to the City's economic base and to the City's ability to provide the urban services expected by its citizens. The City currently has a dynamic local economy with strong regional appeal.

Two areas within the City which deserve special attention in the General Plan are the Central Business District (CBD) and the Whitson Street corridor. The CBD has been the historical center of the City and contains a mix of retail businesses, banking facilities, professional and medical offices, and government institutions, including the post office and City Hall. A mix of building styles and ages exist, with some dating back to the 1890's. The buildings in the CBD are typically built to property lines with only very limited lot area not occupied by construction. Most of the parking in the CBD is either on-street parking or in City owned lots located strategically within the CBD. In consideration of these factors, the General Plan Land Use Element recognizes the uniqueness of the Central Business District and establishes a land use designation to ensure a continued healthy CBD.

The other area of special concern to the City is the Whitson Street corridor. Whitson Street was the original alignment of Highway 99 prior to construction of Freeway 99 in the 1960's. The corridor developed to provide services to travelers using the Highway 99. With the relocation of Highway 99 traffic, many of the businesses in the corridor closed or had to modify their business to survive. City efforts to improve this corridor by landscaping the median and new business incentives has resulted in marked improvement to the area. Potentials for revitalization of the Whitson Street corridor could be significantly enhanced by City assistance in lot consolidation for redevelopment purposes.

Except for the Central Business District land use designation, the remainder of the commercial land uses have been organized in accordance with the hierarchy of service. The lowest level is neighborhood commercial activity, increasing in coverage radius to regional commercial activity which has a radius of 15 to 30 miles or more.

Lot Coverage

Similar to residential units per acre, lot coverage can be used to indicate the relative intensity of commercial and industrial development. Lot coverage is simply the percentage of the lot covered by buildings and similar structures. The lot coverages listed in this document are the maximum which should be allowed. On site parking, landscaping and setbacks all affect the amount of buildable area and generally results in lower lot coverages than listed.

CHAPTER 6 COMMERCIAL LAW CASE

Case Study: The Case of the Commercial Law

The Commercial Law Case is a landmark decision in the history of the law. It is a case that has been cited in many other cases and is a key case in the study of the law. The case is a landmark decision in the history of the law. It is a case that has been cited in many other cases and is a key case in the study of the law.

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Case Study: The Case of the Commercial Law

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City of Selma General Plan 1997 Update
Land Use Element

Commercial Land Use Designations

The Land Use Element and plan map include eight commercial categories intended to provide a complete range of neighborhood, community, service, regional and highway commercial needs. In addition, there are districts identified for commercial office, planned medical development and the central business district. Below is a summary of the commercial land uses provided for in this general plan:

Neighborhood Commercial (NC): 40% Lot Coverage.

This designation includes convenience commercial and neighborhood shopping centers providing a range of necessary day-to-day retail goods and services serving a market area generally less than one mile around the site. Neighborhood commercial areas should be on a 1-5 acre site.

Commercial Office (CO): 40% Lot Coverage.

This designation is intended for the exclusive development of non-retail business and professional offices. New sites should be a minimum of one acre or larger in size.

Community Commercial (CC): 60% Lot Coverage.

This designation includes a variety of uses that serve the community and occasionally nearby rural and small cities. New Community Commercial development usually include multiple anchor tenants such as grocery-drugstore combinations, as well as, smaller retail and service businesses. New Community Commercial designations should occupy sites ranging in size from 5-25 acres located at arterial intersections. Existing Community Commercial sites in the downtown or surrounding area could be as small as 6,000 square feet. However, new sites should require a minimum of five acres.

Central Business District (CBD): 100% Lot Coverage.

The Central Business District represents the historical business center of Selma. It is currently developed with a variety of retail stores, offices and parking lots. The Central Business District designation is designed to provide flexibility in the development of new uses within the downtown area, while maintaining the ambience of the area.

Planned Medical Development (PMD): 40% Lot Coverage.

The Planned Medical Development designation is designed to provide development opportunities for medical oriented offices and businesses in close proximity to the existing hospital. The clustering of medical related professional services will provide convenient access to the public and to the professionals who provide the services.

Editorial Board

The Journal of Health Politics, Policy and Law is a multidisciplinary journal that publishes research on the political, economic, and social aspects of health care. The journal is required reading for scholars and students alike. It is a journal of the American Society of Health Politics, Policy and Law.

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City of Selma General Plan 1997 Update
Land Use Element

Regional Commercial (RC): 60% Lot Coverage.

This designation is designed to provide development opportunities for those uses that attract customers from well outside the City of Selma. To fulfill the role as a regional commercial provider, such development must be close to major transportation links and contain sufficient area to provide adequate facilities and parking. Regional uses have anchor tenants with market areas generally covering at least a fifteen mile radius such as larger durable good retail stores and vehicle sales.

Highway Commercial (HC): 70% Lot Coverage.

This designation includes several types of uses distinguishable because of their service orientation to the highway traveller. Uses include hotels and motels, restaurants, service stations, truck stops, and associated uses. Highway Commercial designations are limited to the areas surrounding the interchanges with Highway 99.

Service Commercial (SC): 75% Lot Coverage.

This designation includes a broad range of commercial activities which can include businesses which have both retail and service components. Among these uses are; auto repair, service stations, building materials, warehousing, contractors, equipment yards and similar uses. Uses within this designation would usually be conducted entirely within a building, with outside storage screened from public view.

COMMERCIAL LAND USE GOALS & POLICIES

GOAL 8

Provide a full range of commercial activity appropriate to the community.

Policy 8.1

The City shall monitor the availability of vacant lands for each commercial land use designation. When the amount of available land is less than required for three years of average growth, the City shall initiate applications, such as zoning and general plan amendments, but excluding annexation, to ensure that at least a three year supply of commercial lands are available for development.

Policy 8.2

The City shall provide pre-application services for commercial activities if requested.

Policy 8.3

The City shall monitor and update plans for public streets and utilities, particularly as they pertain to new commercial areas.

Highway Commercial (HC): 700' Lot Coverage

The HC district is designed to provide development opportunities for those near the arterial corridor that are not suitable for City Center. The HC district is a medium density commercial district, with a maximum lot area of 10,000 sq. ft. and a maximum building area of 10,000 sq. ft. The HC district is intended to provide a transition between the City Center and the surrounding residential areas. The HC district is intended to provide a transition between the City Center and the surrounding residential areas. The HC district is intended to provide a transition between the City Center and the surrounding residential areas.

Highway Commercial (HC): 700' Lot Coverage

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COMMERCIAL LAND USE GOALS & POLICIES

GOALS

1. Provide a mix of uses and activities that are compatible with the surrounding residential areas.

Policy 1.1

The City shall encourage the development of medium density commercial land use in the HC district. The City shall encourage the development of medium density commercial land use in the HC district. The City shall encourage the development of medium density commercial land use in the HC district. The City shall encourage the development of medium density commercial land use in the HC district. The City shall encourage the development of medium density commercial land use in the HC district.

Policy 1.2

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Policy 1.3

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City of Selma General Plan 1997 Update
Land Use Element

Policy 8.4

The City shall assist in the planning of privately owned public utilities.

GOAL 9

Provide appropriate interface between commercial land uses and residential uses.

Policy 9.1

A minimum of a six foot high solid masonry wall shall be constructed between all new commercial developments and land designated for residential use. A wall taller than six feet may be allowed when required for sound reduction as identified in a noise study or as determined to be necessary for security of commercial property.

Policy 9.2

A twenty foot minimum setback shall be provided between all new developments in the Regional Commercial and Highway Commercial land use designations, and properties designated for residential uses. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped and not include any parking, trash, loading, storage, or similar facilities.

Policy 9.3

A ten foot minimum setback shall be provided between all new developments in all commercial land use designations and properties designated for residential uses, except the Central Business District, Regional Commercial and Highway Commercial land use designations. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped and not include any parking, trash, loading, storage, or similar facilities.

Policy 9.4

Commercial building height shall not exceed twice the distance to the nearest property line which is shared with property designated for residential uses.

GOAL 10

Provide pleasant interfaces between commercial uses and adjacent public areas.

Policy 10.1

A minimum of twenty feet of landscaping shall be required for all new commercial development adjacent to arterial streets, except in the CBD land use designation.

Article 3

The City shall establish the process of reviewing and approving

Article 4

Provide appropriate incentives between various land uses and residential areas

Article 5

A minimum of 100 feet set back between any two commercial buildings shall be required. The City shall establish the process of reviewing and approving

Article 6

A minimum of 100 feet set back shall be required between any two commercial buildings. The City shall establish the process of reviewing and approving

Article 7

A minimum of 100 feet set back shall be required between any two commercial buildings. The City shall establish the process of reviewing and approving

Article 8

Provisions for zoning height shall be established and shall be subject to the review and approval of the City Council.

Article 9

Provisions for zoning height shall be established and shall be subject to the review and approval of the City Council.

Article 10

A minimum of 100 feet set back shall be required between any two commercial buildings. The City shall establish the process of reviewing and approving

City of Selma General Plan 1997 Update
Land Use Element

Policy 10.2

A minimum of ten feet of landscaping shall be required for all new commercial development adjacent to collector and local streets, except in the CBD land use designation.

Policy 10.3

Parking areas shall be screened from adjacent streets in all new commercial developments by either landscaped berming, dense landscaping or low height walls.

Policy 10.4

All commercial outdoor storage areas shall be screened from adjacent public right-of-ways.

Policy 10.5

All new commercial developments or substantially rehabilitated commercial buildings shall include trash enclosures. Within the Central Business District and in cases of substantially rehabilitated commercial buildings, the size and configuration of the enclosure may be adjusted to the scale and size of the property.

GOAL 11

Commercial areas adjacent to Freeway 99 should present a visually pleasing image to the freeway traveler and potential customer to Selma businesses.

Policy 11.1

All commercial areas adjacent to Freeway 99 shall be designed so that truck bays, trash areas, loading docks and other similar areas are screened from the freeway.

Policy 11.2

If the rear or sides of new buildings or substantially remodeled buildings will be visible from Freeway 99, then those building faces shall have architectural features similar to the main entrance to the building. Buildings adjacent to Freeway 99 shall contain features such that flat, non-descript walls are eliminated.

Policy 11.3

Visible metal exteriors on commercial buildings shall be prohibited on parcels adjacent to Freeway 99, except in the Highway Commercial land use designation.

Page 102

A minimum of one (1) inch of lead lining shall be required for all new equipment to be installed in the building and located within the building and use for storage.

Page 103

Lead lining shall be required for all new equipment to be installed in the building and located within the building and use for storage.

Page 104

For equipment located within the building and use for storage, lead lining shall be required for all new equipment to be installed in the building and located within the building and use for storage.

Page 105

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Page 106

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Page 107

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Page 108

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Page 109

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City of Selma General Plan 1997 Update
Land Use Element

Visible metal exteriors on commercial buildings shall be prohibited on parcels adjacent to Freeway 99, except in the Highway Commercial land use designation.

GOAL 12

Adequate parking should be provided for commercial uses.

Policy 12.1

The City shall require adequate off-street parking for all new commercial developments.

Policy 12.2

The City shall review all substantial changes of use for adequate parking. If the new use will result in a substantial increase in required off-street parking, then additional off-site parking shall be provided on-site or nearby the new use prior to commencement of the use, except in the CBD land use designation.

Policy 12.3

The City may allow shared parking when it can be clearly demonstrated that two or more uses will not require use of the same parking spaces at the same time. No greater than 75 percent of required parking may be shared parking.

GOAL 13.

Promote new interest in the Central Business District (CBD) through policies which recognize the unique attributes of the CBD and facilitate the establishment of new uses there.

Policy 13.1

The City shall promote and encourage retail and restaurant uses on the street level floor of Second Street, and High Street between Second and North Streets. The use of public sidewalks for outside sales and food service is encouraged, provided a minimum of five feet of sidewalk remains clear for pedestrian traffic.

Policy 13.2

To encourage new development that is consistent with the existing CBD building pattern and character, the following shall apply to new construction within the CBD:

- a. Set backs and landscape areas shall not be required. However, small window planters and similar features are encouraged to add color and interest to individual store fronts.

These items are being provided to you for information only. They are not to be used for any other purpose.

GOAL 12

A person having access to the information in this document may

GOAL 13

The FBI will ensure that all information in this document is accurate and reliable.

GOAL 14

The FBI will ensure that all information in this document is accurate and reliable. It will also ensure that all information in this document is accurate and reliable. It will also ensure that all information in this document is accurate and reliable.

GOAL 15

The FBI will ensure that all information in this document is accurate and reliable. It will also ensure that all information in this document is accurate and reliable. It will also ensure that all information in this document is accurate and reliable.

GOAL 16

From the time that the FBI receives information from the public, it will ensure that all information in this document is accurate and reliable. It will also ensure that all information in this document is accurate and reliable.

GOAL 17

The FBI will ensure that all information in this document is accurate and reliable. It will also ensure that all information in this document is accurate and reliable. It will also ensure that all information in this document is accurate and reliable.

GOAL 18

To ensure that all information in this document is accurate and reliable, the FBI will ensure that all information in this document is accurate and reliable. It will also ensure that all information in this document is accurate and reliable.

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Policy 13.2 Continued

- b. Parking shall not be required as a condition of construction due to the existence of municipal parking facilities. The City will seek to provide additional municipal parking areas in the CBD.
- c. All new or substantially remodeled buildings should include architectural features consistent with the Selma Redevelopment Design Standards. Architectural features include covered walkways, canopies, and building facades which include variations in textures, materials and surface.
- d. Building facade materials shall be consistent with existing and historic materials in the CBD.

Policy 13.3

New or remodeled buildings shall not have a building face adjacent to a public street or sidewalk greater than fifteen feet without a door or window.

Policy 13.4

The City shall identify appropriate sites for new civic facilities in the CBD and cooperate with other governmental and quasi-governmental agencies in locating facilities in the CBD.

GOAL 14

Improve the appearance of the Whitson Street corridor and promote reintroduction of commercial businesses.

Policy 14.1

Brick, stucco, wood and similar materials should be used to minimize the amount of visible metal surfaces on store fronts.

Policy 14.2

Bay doors, loading areas and trash enclosure openings should be screened from Whitson Street.

Policy 14.3

Parking areas are encouraged to be placed to the rear of buildings, so that buildings become the predominate feature of development adjacent to Whitson Street.

Table 12.2 Continued

1	There will be no significant change in the amount of water used for irrigation. The City will not be required to provide additional funding for irrigation water.
2	The City will not be required to provide additional funding for irrigation water. The City will not be required to provide additional funding for irrigation water.
3	The City will not be required to provide additional funding for irrigation water. The City will not be required to provide additional funding for irrigation water.

Table 12.3

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Table 12.4

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Table 12.5

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Table 12.6

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Table 12.7

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Table 12.8

1	The City will not be required to provide additional funding for irrigation water. The City will not be required to provide additional funding for irrigation water.
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City of Selma General Plan 1997 Update
Land Use Element

Policy 14.4

Whitson Street shall have a sidewalk of not less than seven feet in width and shall include tree wells a minimum of twenty-five feet on-center. The sidewalk shall be constructed using a combination of brick and cement similar to the design used in the Selma Redevelopment Plan Area. (See Exhibit 1)



Chapter 10

The Great Depression was a severe economic downturn that began in 1929 and lasted until the mid-1930s. It was characterized by a sharp decline in economic activity, widespread unemployment, and deflation. The causes of the Great Depression are still debated, but it is generally accepted that a combination of factors, including a stock market crash, a banking panic, and a series of droughts, contributed to the crisis. The Great Depression had a profound impact on the lives of millions of people around the world, and it led to the adoption of new economic policies and the creation of social safety nets in many countries.

EXHIBIT 1

SIDEWALK DETAIL

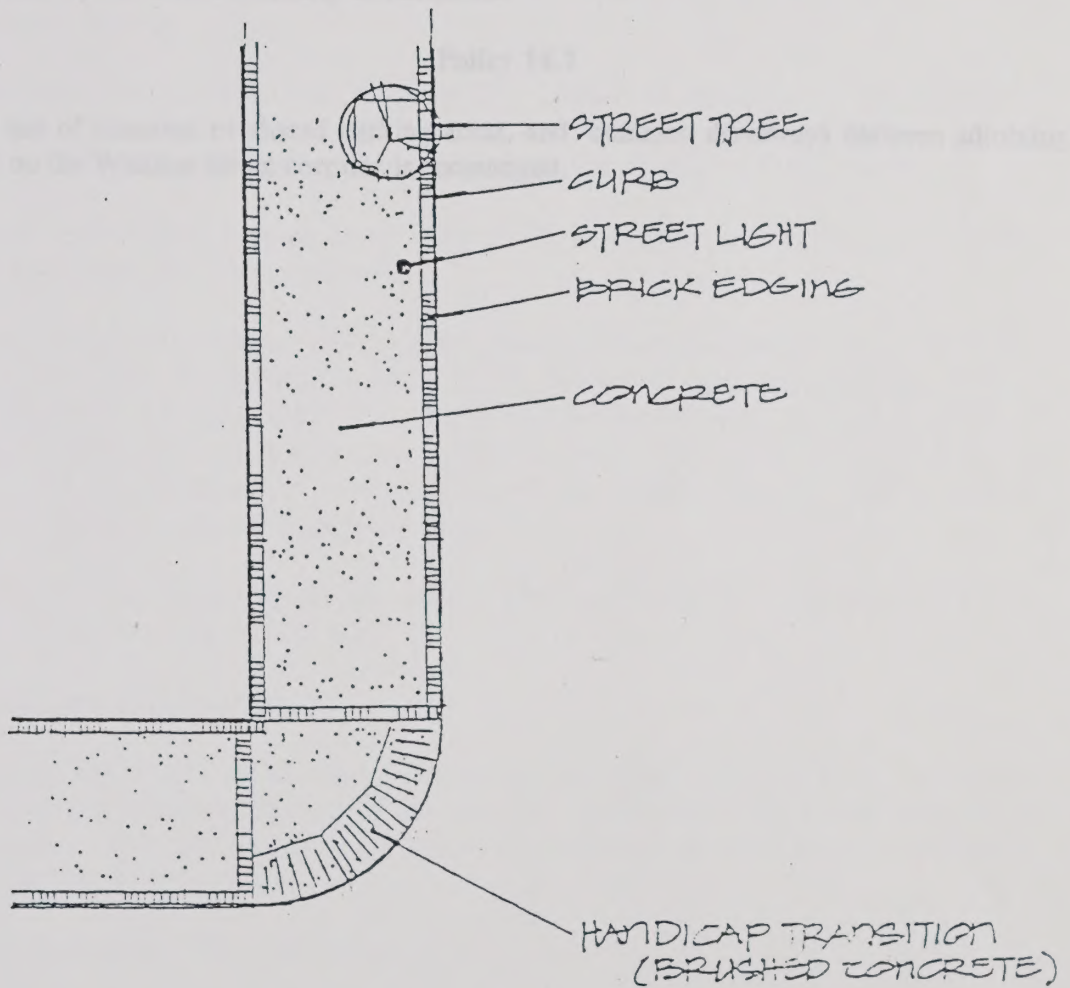


EXHIBIT 1

SECTION A-A



City of Selma General Plan 1997 Update
Land Use Element

Policy 14.5

Patio areas with outdoor seating are encouraged for restaurants in areas adjacent to Whitson Street.

Policy 14.6

Second story dwelling units over commercial businesses may be permitted, subject to approval by the Selma Planning Commission.

Policy 14.7

The use of common or shared parking areas, and common driveways between adjoining uses on the Whitson Street corridor is encouraged.

1000-1005

First, we will consider the case in which the response is binary. In this case, the response is either 0 or 1.

1006-1011

Second, we will consider the case in which the response is continuous. In this case, the response is a real number.

1012-1017

The use of the term "response" is somewhat unusual, but it is used in the literature. The term "response" is used to refer to the variable being measured.

CHAPTER 7

INDUSTRIAL LAND USE DISTRICTS

Industrial Land Uses

The General Plan identifies two primary areas for future industrial development. These are generally located:

1. Between Golden State and Highway 99 - South of Manning to approximately Huntsman.
2. East of Golden State Boulevard between Saginaw and Mountain View Avenue.

There are also several smaller areas which have existing industrial development and provide some room for future expansion.

The areas designated for future development generally have infrastructure available at the periphery and little service infrastructure in the interior. The City, property owners, utility companies and the private development community will have to work together to create marketable sites which will attract industrial users. The design and installation of infrastructure improvements will greatly improve the marketability of these industrial lands and the City in general to potential users.

This General Plan proposes goals and policies which are intended to encourage industrial growth, while protecting existing uses.

Industrial Land Use Designations

To foster potential for a broad range of industrial development with the City, the General Plan provides for three industrial land use districts. Each of these districts is designed to accommodate a different intensity of industrial use and serves to improve the marketability of the City for new job creation.

Business Park (BP): 75% Lot Coverage.

The Business Park designation is intended to provide for the development of campus type office developments that would utilize substantial landscaping and innovative architectural designs. Parking areas would typically be screened from the street and the sites would provide amenities for employees. Some commercial uses, such as restaurants and daycare, should be permitted to serve the employees.

CHAPTER 7 INDUSTRIAL LAND USE DISTRICTS

Industrial Land Use

The City of Chicago has a long history of industrial development. This history is reflected in the City's industrial land use districts.

1. Industrial Land Use Districts. The City of Chicago has established several industrial land use districts to guide development in these areas.

2. General Principles. The following principles shall govern the development of industrial land use districts:

The City of Chicago is committed to the development of industrial land use districts in a manner that is consistent with the City's overall land use policy. The City of Chicago is committed to the development of industrial land use districts in a manner that is consistent with the City's overall land use policy. The City of Chicago is committed to the development of industrial land use districts in a manner that is consistent with the City's overall land use policy.

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Industrial Land Use Districts

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City of Selma General Plan 1997 Update
Land Use Element

Light Industrial (LI): 80% Lot Coverage.

The Light Industrial designation provides development opportunities for those industrial uses that would not typically utilize major manufacturing processes. Lower intensity assembly, fabrication and food processing may be consistent with the land use designation.

Heavy Industrial (HI): 90% Lot Coverage.

The heavy industrial designation is intended to allow for the development of facilities and businesses engaged in intense manufacturing and fabrication. Heavy industrial uses typically require large properties and may require access to rail and highway transportation for the receipt and shipment of materials.

Industrial Goals & Policies

GOAL 15

Provide sufficient industrially designated land to accommodate industrial users.

Policy 15.1

The City shall monitor the availability of vacant lands for each industrial land use designation. When the amount of available land is less than required for five years of average growth, the City shall initiate applications, such as zoning and general plan amendments, but excluding annexation, to ensure that at least a three year supply of industrial lands are available for development.

Policy 15.2

The City shall monitor and update plans for public streets and utilities, particularly as they pertain to new industrial areas. The City shall also assist in the planning of privately owned public utilities. Provision of planning services and infrastructure is essential to providing adequate land for industrial development.

Policy 15.3

The City shall assist private developers in locating and developing appropriate land for industrial development through economic development assistance and planning consultations from the initial contact through project completion.

GOAL 16

Provide appropriate interface between industrial land uses and non-industrial uses.

Policy 16.1

A minimum of a six foot high solid masonry wall shall be constructed between all new industrial developments and land designated for non-industrial use. Walls higher than six feet may be permitted when required for sound reduction as identified in a noise study or as determined by the Planning Commission as necessary for site security.

Policy 16.2

A twenty foot minimum setback shall be provided between all new industrial developments and properties designated for residential uses. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped. Parking, trash, loading, storage, or similar facilities shall not be permitted within the setback area.

Policy 16.3

A ten foot minimum setback shall be provided between all new industrial developments and properties designated for non-industrial uses, except residential where policy 16.2 shall apply. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped. Parking, trash, loading, storage, or similar facilities may be permitted if it is determined that a conflict with the adjacent land use will not occur.

Policy 16.4

Industrial building height shall not exceed twice the distance to the nearest property line which is shared with property designated for residential uses.

Policy 16.5

New industrial developments shall be served by streets which do not require access through residential neighborhoods.

GOAL 17

Provide pleasant interfaces between industrial uses and adjacent public areas.

GOAL 10

Provide appropriate incentives to encourage the use of improved management practices.

Policy 10.1

A program of incentives to encourage the use of improved management practices will be developed. The program will be designed to provide incentives to farmers who adopt improved management practices. The program will be designed to provide incentives to farmers who adopt improved management practices. The program will be designed to provide incentives to farmers who adopt improved management practices.

Policy 10.2

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GOAL 11

Provide financial incentives to encourage the use of improved management practices.

City of Selma General Plan 1997 Update
Land Use Element

Policy 17.1

A minimum of twenty feet of landscaping shall be required for all new industrial development adjacent to arterial streets.

Policy 17.2

A minimum ten foot landscaped setback shall be required for all new industrial development adjacent to collector and local streets.

Policy 17.3

All outdoor storage areas shall be screened from adjacent public right-of-ways which are classified as arterial streets or greater by the Selma General Plan Circulation Element.

Policy 17.4

All new industrial developments or substantially rehabilitated industrial buildings shall provide trash enclosures.

GOAL 18

Industrial areas adjacent to Freeway 99 should present a visually pleasing image to the freeway traveler and potential customer to Selma businesses.

Policy 18.1

All industrial areas adjacent to Freeway 99 shall be designed so that truck bays, trash areas, loading docks and other similar areas are screened from the freeway.

GOAL 19

Adequate parking should be provided for industrial uses.

Policy 19.1

The City shall require adequate off-street parking for all new industrial developments.

Policy 19.2

The City may allow shared parking when it can be clearly demonstrated that two or more uses will not require use of the same parking spaces at the same time. No greater than 75 percent of required parking may be shared parking.

Policy 17.1

A minimum of two (2) business days shall be required for all new requests for information to be received by the City.

Policy 17.2

A minimum of two (2) business days shall be required for all new requests for information to be received by the City.

Policy 17.3

All requests for information shall be received by the City within two (2) business days of the date of the request.

Policy 17.4

All requests for information shall be received by the City within two (2) business days of the date of the request.

Policy 17.5

All requests for information shall be received by the City within two (2) business days of the date of the request.

Policy 17.6

All requests for information shall be received by the City within two (2) business days of the date of the request.

Policy 17.7

All requests for information shall be received by the City within two (2) business days of the date of the request.

Policy 17.8

All requests for information shall be received by the City within two (2) business days of the date of the request.

Policy 17.9

All requests for information shall be received by the City within two (2) business days of the date of the request.

CHAPTER 8

MISCELLANEOUS LAND USE DISTRICTS

Public Facility Land Uses

Within the City there are several governmental agencies and public utilities which own land that does not easily fit into other land use designations. The Public Facilities land use designation is meant to group the majority of these designations into a general grouping. The land use designation can include facilities such as parks, substantial government buildings, schools, and significant public utility facilities. Because these uses may occur in any part of the City and it may be desirable to incorporate the standards of the surrounding zone district, the public facility land use is considered consistent with all zone districts.

GOAL 20

Provide flexibility in providing public facilities where needed.

Policy 20.1

The zoning of land less than one acre and designated as Public Facilities shall be consistent with adjacent parcels. Where more than one zoning exists adjacent to a Public Facilities designation, the Selma Planning Commission shall recommend to the Selma City Council the appropriate zone district. The Selma City Council shall make the final determination.

Policy 20.2

Because of the wide variety of uses and area requirements, public facilities shall not be subject to the minimum lot size of the underlying zone district.

Reserve Land Uses

The City is currently evaluating the possibility of acquisition and expansion of the Selma Aerodrome. If the City proceeds with its current plans it is important that the land in the vicinity of the airport not be developed with incompatible uses. The City has designated the area in the vicinity of the airport to show its sincere interest in the area and its future development. Incompatible development would have far reaching impacts on the airport, future development of the area and on the City. Because of this, the City desires to review and comment on any development projects which may occur in this area.

City of Selma General Plan 1997 Update
Land Use Element

The City is also interested in protecting the Highway 43 corridor and Mountain View Avenue corridor from potentially premature development and development patterns which may not provide for easy annexation into the City. Development on Highway 43 directly impacts the City because of the additional traffic it generates at the intersection of Highway 43 and Highway 99/Floral Avenue. The City has already invested resources to ensure adequate traffic flow at the intersection and is keenly interested in protecting its investment. The Mountain View corridor is also of interest to the City as a relief for Highway 43 and other existing Highway 99 interchanges in Selma. The Mountain View corridor also provides opportunities for industrial development with easy freeway access and nearby rail service. Inappropriate development in this area could impair the corridors impact as a relief and hamper future development as envisioned by the City.

The residential reserves located east of Highway 99 are shown to set aside land for residential development outside the scope of this plan. Because of the type of development planned within the urban area, the City feels it is important to monitor adjacent uses for compatibility and ease of future annexation.

GOAL 21

The City shall maintain reserve areas in an undeveloped state until their development becomes required for further growth of the City.

Policy 21.1

The City shall not approve general plan amendment, pre-zoning or any development entitlement applications for reserve areas for a period of at least five years from the adoption of this general plan update.

Policy 21.2

The City shall not approve general plan amendment, pre-zoning or any development entitlement applications for reserve areas until a minimum of 90 percent of all non-reserve property with the same general designation within the general plan boundaries have been developed or have approved development entitlements. For example, all commercially designated properties would have to be developed or have approved entitlements before the City will accept applications for a commercial reserve area.

CHAPTER 9

AIRPORT OVERLAY

The Selma Aerodrome represents a unique opportunity for future growth in the community. The airport can provide the community access to a significant alternative transportation mode. Access to this facility is anticipated to promote growth of businesses which rely on having these services nearby.

To protect the airport and the potential commercial and industrial growth it can spawn, the land uses in the surrounding area have to be carefully considered. The Airport/Land Use Safety Compatibility Criteria indicates the uses which are considered compatible within certain areas around the airport. In addition to these criteria, certain design features such as building placement/orientation, structure heights, provision of open space and lighting types should be considered when reviewing land uses near the airport to minimize any potential negative impacts to air traffic and the land uses.

GOAL 22

Protect future operations at the Selma Aerodrome.

Policy 22.1

Development occurring within the primary and secondary review radii of the Fresno County Airports Land Use Policy Plan shall be reviewed for consistency with the Airport/Land Use Safety Compatibility Criteria as adopted by the Fresno County Airport Land Use Commission.

CHAPTER 1

ALPHABET OF KRYLY

The first alphabet, known as the "old" alphabet, was used by the Kryly people in the 15th century. It was a simple alphabet, consisting of 26 letters, each represented by a unique symbol. The symbols were based on the Latin alphabet, but with some modifications to suit the Kryly language. The old alphabet was used for writing the Kryly language until the 18th century, when it was replaced by the "new" alphabet.

The second alphabet, known as the "new" alphabet, was developed in the 18th century. It was a more complex alphabet, consisting of 32 letters, each represented by a unique symbol. The symbols were based on the Latin alphabet, but with some modifications to suit the Kryly language. The new alphabet was used for writing the Kryly language until the 19th century, when it was replaced by the "modern" alphabet.

ALPHABET

The alphabet is a system of symbols used to represent the sounds of a language.

ALPHABET

The alphabet is a system of symbols used to represent the sounds of a language. It is a fundamental part of any writing system, and it is used to represent the sounds of a language in a way that is easy to learn and use. The alphabet is a system of symbols that are used to represent the sounds of a language. It is a fundamental part of any writing system, and it is used to represent the sounds of a language in a way that is easy to learn and use.

AIRPORT/LAND USE SAFETY COMPATIBILITY CRITERIA

Land Use Characteristics	Safety Zones			
	Clear or Runway	Inner Approach	Outer Approach & Traffic Pattern	Horizontal & Conical
Residential	-	A, F	B, F	+
Other Uses In Structures	-	C, E, F	E, F	+
Other Uses Not in Structures	C, G	D	+	+
Light or Glare	-	-	-	G
Smoke or Electronic Interference	-	-	-	G
Attractor of Birds	-	-	-	+

A. Density no greater than 1 dwelling unit per 3 acres.

B. Density no greater than 4 dwelling units per acre.

C. No uses attracting more than 10 persons per acre.

D. No uses attracting more than 25 persons per acre.

E. No schools, hospitals, nursing homes, or similar uses.

F. At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants).

G. Characteristic cannot reasonably be avoided or located.

+ Acceptable

- Unacceptable

ALPHABETICALLY SORTED LIST

NAME	ADDRESS	CITY	STATE	ZIP
ALBERT, JAMES	12345 MAIN ST	ANYTOWN	CA	90210
ALLEN, ROBERT	56789 ELM ST	ANYTOWN	CA	90210
ANDERSON, MICHAEL	98765 PINE ST	ANYTOWN	CA	90210
ARMSTRONG, DAVID	24680 OAK ST	ANYTOWN	CA	90210
ASHTON, LINDA	13579 BIRCH ST	ANYTOWN	CA	90210
ATKINS, JOHN	87654 MAPLE ST	ANYTOWN	CA	90210
AUSTIN, SARAH	32109 CYPRESS ST	ANYTOWN	CA	90210
AVILA, CARLOS	65432 SAGE ST	ANYTOWN	CA	90210
AXFORD, JENNIFER	98765 PINE ST	ANYTOWN	CA	90210
AYERS, ROBERT	24680 OAK ST	ANYTOWN	CA	90210

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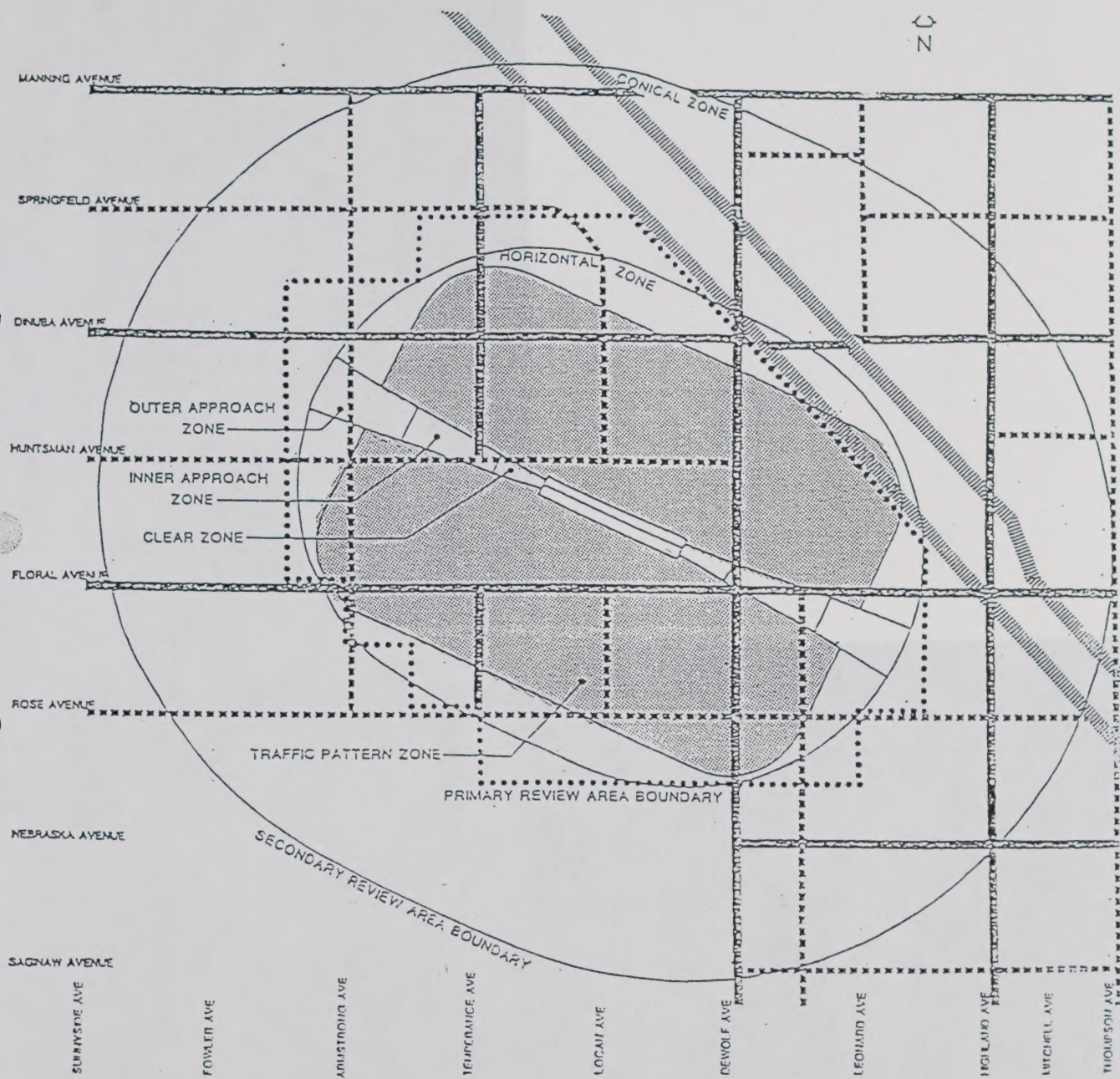
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City of Selma General Plan 1997 Update
Land Use Element

AIRPORT OVERLAY



RETURN TO: IGSL

LOAN PERIOD	1	2	3
Home Use			
	4	5	6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS.

DUE AS STAMPED BELOW.

U.C. BERKELEY
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OCT 04 2006

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